

SEERS OF 80 TOLAHS.

| BAJRA OR CUMBU.<br>( <i>Pennisetum typhoid-<br/>eum.</i> ) |                             |  | MARUA OR RAGI.<br>( <i>Eleusine Corodaca.</i> ) |                             |  |
|--|-----------------------------|--|---|-----------------------------|--|
| Present return.  | Next preceding re-<br>turn. | re-<br>Corresponding<br>turn of last year. | Present return.                                 | Next preceding re-<br>turn. | re-<br>Corresponding<br>turn of last year. |
| S. Ch.   | S. Ch.                      | S. Ch.                                     | S. Ch.  | S. Ch.                      | S. Ch.                                     |
| 100  | 100                         | 100  | 100   | 100                         | 100  |
| 101  | 101                         | 101  | 101   | 101                         | 101  |
| 102  | 102                         | 102  | 102   | 102                         | 102  |
| 103  | 103                         | 103  | 103   | 103                         | 103  |
| 104  | 104                         | 104  | 104   | 104                         | 104  |
| 105  | 105                         | 105  | 105   | 105                         | 19 0                                       |
| 106  | 106                         | 106  | 106   | 106                         | 106  |
| 107  | 107                         | 107  | 107   | 107                         | 107  |
| 108  | 108                         | 108  | 20 0  | 20 0                        | 108  |
| 109  | 109                         | 109  | 25 8  | 24 8                        | 22 0                                       |
| 110  | 110                         | 110  | 21 0  | 21 0                        | 22 8                                       |
| 111  | 111                         | 111  | 22 0  | 24 3                        | 20 14                                      |
| 112  | 112                         | 112  | 112   | 112                         | 112  |
| 113  | 113                         | 113  | 113   | 113                         | 113  |
| 114  | 114                         | 114  | 114   | 114                         | 114  |
| 115  | 115                         | 115  | 115   | 115                         | 115  |
| 116  | 116                         | 116  | 116   | 116                         | 116  |
| 117  | 117                         | 117  | 117   | 117                         | 117  |
| 118  | 118                         | 118  | 118   | 118                         | 118  |
| 119  | 119                         | 119  | 119   | 119                         | 119  |
| 120  | 120                         | 120  | 120   | 120                         | 120  |
| 121  | 121                         | 121  | 121   | 121                         | 121  |
| 122  | 122                         | 122  | 122   | 122                         | 122  |
| 123  | 123                         | 123  | 123   | 123                         | 123  |
| 124  | 124                         | 124  | 124   | 124                         | 124  |
| 125  | 125                         | 125  | 125   | 125                         | 125  |
| 126  | 126                         | 126  | 126   | 126                         | 126  |
| 127  | 127                         | 127  | 127   | 127                         | 127  |
| 128  | 128                         | 128  | 128   | 128                         | 128  |
| 129  | 129                         | 129  | 129   | 129                         | 129  |
| 130  | 130                         | 130  | 130   | 130                         | 130  |
| 131  | 131                         | 131  | 131   | 131                         | 131  |
| 132  | 132                         | 132  | 132   | 132                         | 132  |
| 133  | 133                         | 133  | 133   | 133                         | 133  |
| 134  | 134                         | 134  | 134   | 134                         | 134  |
| 135  | 135                         | 135  | 135   | 135                         | 135  |
| 136  | 136                         | 136  | 136   | 136                         | 136  |
| 137  | 137                         | 137  | 137   | 137                         | 137  |
| 138  | 138                         | 138  | 138   | 138                         | 138  |
| 139  | 139                         | 139  | 139   | 139                         | 139  |
| 140  | 140                         | 140  | 140   | 140                         | 140  |
| 141  | 141                         | 141  | 141   | 141                         | 141  |
| 142  | 142                         | 142  | 142   | 142                         | 142  |
| 143  | 143                         | 143  | 143   | 143                         | 143  |
| 144  | 144                         | 144  | 144   | 144                         | 144  |
| 145  | 145                         | 145  | 145   | 145                         | 145  |
| 146  | 146                         | 146  | 146   | 146                         | 146  |
| 147  | 147                         | 147  | 147   | 147                         | 147  |
| 148  | 148                         | 148  | 148   | 148                         | 148  |
| 149  | 149                         | 149  | 149   | 149                         | 149  |
| 150  | 150                         | 150  | 150   | 150                         | 150  |
| 151  | 151                         | 151  | 151   | 151                         | 151  |
| 152  | 152                         | 152  | 152   | 152                         | 152  |
| 153  | 153                         | 153  | 153   | 153                         | 153  |
| 154  | 154                         | 154  | 154   | 154                         | 154  |
| 155  | 155                         | 155  | 155   | 155                         | 155  |
| 156  | 156                         | 156  | 156   | 156                         | 156  |
| 157  | 157                         | 157  | 157   | 157                         | 157  |
| 158  | 158                         | 158  | 158   | 158                         | 158  |
| 159  | 159                         | 159  | 159   | 159                         | 159  |
| 160  | 160                         | 160  | 160   | 160                         | 160  |
| 161  | 161                         | 161  | 161   | 161                         | 161  |
| 162  | 162                         | 162  | 162   | 162                         | 162  |
| 163  | 163                         | 163  | 163   | 163                         | 163  |
| 164  | 164                         | 164  | 164   | 164                         | 164  |
| 165  | 165                         | 165  | 165   | 165                         | 165  |
| 166  | 166                         | 166  | 166   | 166                         | 166  |
| 167  | 167                         | 167  | 167   | 167                         | 167  |
| 168  | 168                         | 168  | 168   | 168                         | 168  |
| 169  | 169                         | 169  | 169   | 169                         | 169  |
| 170  | 170                         | 170  | 170   | 170                         | 170  |
| 171  | 171                         | 171  | 171   | 171                         | 171  |
| 172  | 172                         | 172  | 172   | 172                         | 172  |
| 173  | 173                         | 173  | 173   | 173                         | 173  |
| 174  | 174                         | 174  | 174   | 174                         | 174  |
| 175  | 175                         | 175  | 175   | 175                         | 175  |
| 176  | 176                         | 176  | 176   | 176                         | 176  |
| 177  | 177                         | 177  | 177   | 177                         | 177  |
| 178  | 178                         | 178  | 178   | 178                         | 178  |
| 179  | 179                         | 179  | 179   | 179                         | 179  |
| 180  | 180                         | 180  | 180   | 180                         | 180  |
| 181  | 181                         | 181  | 181   | 181                         | 181  |
| 182  | 182                         | 182  | 182   | 182                         | 182  |
| 183  | 183                         | 183  | 183   | 183                         | 183  |
| 184  | 184                         | 184  | 184   | 184                         | 184  |
| 185  | 185                         | 185  | 185   | 185                         | 185  |
| 186  | 186                         | 186  | 186   | 186                         | 186  |
| 187  | 187                         | 187  | 187   | 187                         | 187  |
| 188  | 188                         | 188  | 188   | 188                         | 188  |
| 189  | 189                         | 189  | 189   | 189                         | 189  |
| 190  | 190                         | 190  | 190   | 190                         | 190  |
| 191  | 191                         | 191  | 191   | 191                         | 191  |
| 192  | 192                         | 192  | 192   | 192                         | 192  |
| 193  | 193                         | 193  | 193   | 193                         | 193  |
| 194  | 194                         | 194  | 194   | 194                         | 194  |
| 195  | 195                         | 195  | 195   | 195                         | 195  |
| 196  | 196                         | 196  | 196   | 196                         | 196  |
| 197  | 197                         | 197  | 197   | 197                         | 197  |
| 198  | 198                         | 198  | 198   | 198                         | 198  |
| 199  | 199                         | 199  | 199   | 199                         | 199  |
| 200  | 200                         | 200  | 200   | 200                         | 200  |
| 201  | 201                         | 201  | 201   | 201                         | 201  |
| 202  | 202                         | 202  | 202   | 202                         | 202  |
| 203  | 203                         | 203  | 203   | 203                         | 203  |
| 204  | 204                         | 204  | 204   | 204                         | 204  |
| 205  | 205                         | 205  | 205   | 205                         | 205  |
| 206  | 206                         | 206  | 206   | 206                         | 206  |
| 207  | 207                         | 207  | 207   | 207                         | 207  |
| 208  | 208                         | 208  | 208   | 208                         | 208  |
| 209  | 209                         | 209  | 209   | 209                         | 209  |
| 210  | 210                         | 210  | 210   | 210                         | 210  |
| 211  | 211                         | 211  | 211   | 211                         | 211  |
| 212  | 212                         | 212  | 212   | 212                         | 212  |
| 213  | 213                         | 213  | 213   | 213                         | 213  |
| 214  | 214                         | 214  | 214   | 214                         | 214  |
| 215  | 215                         | 215  | 215   | 215                         | 215  |
| 216  | 216                         | 216  | 216   | 216                         | 216  |
| 217  | 217                         | 217  | 217   | 217                         | 217  |
| 218  | 218                         | 218  | 218   | 218                         | 218  |
| 219  | 219                         | 219  | 219   | 219                         | 219  |
| 220  | 220                         | 220  | 220   | 220                         | 220  |
| 221  | 221                         | 221  | 221   | 221                         | 221  |
| 222  | 222                         | 222  | 222   | 222                         | 222  |
| 223  | 223                         | 223  | 223   | 223                         | 223  |
| 224  | 224                         | 224  | 224   | 224                         | 224  |
| 225  | 225                         | 225  | 225   | 225                         | 225  |
| 226  | 226                         | 226  | 226   | 226                         | 226  |
| 227  | 227                         | 227  | 227   | 227                         | 227  |
| 228  | 228                         | 228  | 228   | 228                         | 228  |
| 229  | 229                         | 229  | 229   | 229                         | 229  |
| 230  | 230                         | 230  | 230   | 230                         | 230  |
| 231  | 231                         | 231  | 231   | 231                         | 231  |
| 232  | 232                         | 232  | 232   | 232                         | 232  |
| 233  | 233                         | 233  | 233   | 233                         | 233  |
| 234  | 234                         | 234  | 234   | 234                         | 234  |
| 235  | 235                         | 235  | 235   | 235                         | 235  |
| 236  | 236                         | 236  | 236   | 236                         | 236  |
| 237  | 237                         | 237  | 237   | 237                         | 237  |
| 238  | 238                         | 238  | 238   | 238                         | 238  |
| 239  | 239                         | 239  | 239   | 239                         | 239  |
| 240  | 240                         | 240  | 240   | 240                         | 240  |
| 241  | 241                         | 241  | 241   | 241                         | 241  |
| 242  | 242                         | 242  | 242   | 242                         | 242  |
| 243  | 243                         | 243  | 243   | 243                         | 243  |
| 244  | 244                         | 244  | 244   | 244                         | 244  |
| 245  | 245                         | 245  | 245   | 245                         | 245  |
| 246  | 246                         | 246  | 246   | 246                         | 246  |
| 247  | 247                         | 247  | 247   | 247                         | 247  |
| 248  | 248                         | 248  | 248   | 248                         | 248  |
| 249  | 249                         | 249  | 249   | 249                         | 249  |
| 250  | 250                         | 250  | 250   | 250                         | 250  |
| 251  | 251                         | 251  | 251   | 251                         | 251  |
| 252  | 252                         | 252  | 252   | 252                         | 252  |
| 253  | 253                         | 253  | 253   | 253                         | 253  |
| 254  | 254                         | 254  | 254   | 254                         | 254  |
| 255  | 255                         | 255  | 255   | 255                         | 255  |
| 256  | 256                         | 256  | 256   | 256                         | 256  |
| 257  | 257                         | 257  | 257   | 257                         | 257  |
| 258  | 258                         | 258  | 258   | 258                         | 258  |
| 259  | 259                         | 259  | 259   | 259                         | 259  |
| 260  | 260                         | 260  | 260   | 260                         | 260  |
| 261  | 261                         | 261  | 261   | 261                         | 261  |
| 262  | 262                         | 262  | 262   | 262                         | 262  |
| 263  | 263                         | 263  | 263   | 263                         | 263  |
| 264  | 264                         | 264  | 264   | 264                         | 264  |
| 265  | 265                         | 265  | 265   | 265                         | 265  |
| 266  | 266                         | 266  | 266   | 266                         | 266  |
| 267  | 267                         | 267  | 267   | 267                         | 267  |
| 268  | 268                         | 268  | 268   | 268                         | 268  |
| 269  | 269                         | 269  | 269   | 269                         | 269  |
| 270  | 270                         | 270  | 270   | 270                         | 270  |
| 271  | 271                         | 271  | 271   | 271                         | 271  |
| 272  | 272                         | 272  | 272   | 272                         | 272  |
| 273  | 273                         | 273  | 273   | 273                         | 273  |
| 274  | 274                         | 274  | 274   | 274                         | 274  |
| 275  | 275                         | 275  | 275   | 275                         | 275  |
| 276  | 276                         | 276  | 276   | 276                         | 276  |
| 277  | 277                         | 277  | 277   | 277                         | 277  |
| 278  | 278                         | 278  | 278   | 278                         | 278  |
| 279  | 279                         | 279  | 279   | 279                         | 279  |
| 280  | 280                         | 280  | 280   | 280                         | 280  |
| 281  | 281                         | 281  | 281   | 281                         | 281  |
| 282  | 282                         | 282  | 282   | 282                         | 282  |
| 283  | 283                         | 283  | 283   | 283                         | 283  |
| 284  | 284                         | 284  | 284   | 284                         | 284  |
| 285  | 285                         | 285  | 285   | 285                         | 285  |
| 286  | 286                         | 286  | 286   | 286                         | 286  |
| 287  | 287                         | 287  | 287   | 287                         | 287  |
| 288  | 288                         | 288  | 288   | 288                         | 288  |
| 289  | 289                         | 289  | 289   | 289                         | 289  |
| 290  | 290                         | 290  | 290   | 290                         | 290  |
| 291  | 291                         | 291  | 291   | 291                         | 291  |
| 292  | 292                         | 292  | 292   | 292                         | 292  |
| 293  | 293                         | 293  | 293   | 293                         | 293  |
| 294  | 294                         | 294  | 294   | 294                         | 294  |
| 295  | 295                         | 295  | 295   | 295                         | 295  |
| 296  | 296                         | 296  | 296   | 296                         | 296  |
| 297  | 297                         | 297  | 297   | 297                         | 297  |
| 298  | 298                         | 298  | 298   | 298                         | 298  |
| 299  | 299                         | 299  | 299   | 299                         | 299  |
| 300  | 300                         | 300  | 300   | 300                         | 300  |
| 301  | 301                         | 301  | 301   | 301                         | 301  |
| 302  | 302                         | 302  | 302   | 302                         | 302  |
| 303  | 303                         | 303  | 303   | 303                         | 303  |
| 304  | 304                         | 304  | 304   | 304                         | 304  |
| 305  | 305                         | 305  | 305   | 305                         | 305  |
| 306  | 306                         | 306  | 306   | 306                         | 306  |
| 307  | 307                         | 307  | 307   | 307                         | 307  |
| 308  | 308                         | 308  | 308   | 308                         | 308  |
| 309  | 309                         | 309  | 309   | 309                         | 309  |
| 310  | 310                         | 310  | 310   | 310                         | 310  |
| 311  | 311                         | 311  | 311   | 311                         | 311  |
| 312  | 312                         | 312  | 312   | 312                         | 312  |
| 313  | 313                         | 313  | 313   | 313                         | 313  |
| 314  | 314                         | 314  | 314   | 314                         | 314  |
| 315  | 315                         | 315  | 315   | 315                         | 315  |
| 316  | 316                         | 316  | 316   | 316                         | 316  |
| 317  | 317                         | 317  | 317   | 317                         | 317  |
| 318  | 318                         | 318  | 318   | 318                         | 318  |
| 319  | 319                         | 319  | 319   | 319                         | 319  |
| 320  | 320                         | 320  | 320   | 320                         | 320  |
| 321  | 321                         | 321  | 321   | 321                         | 321  |
| 322  | 322                         | 322  | 322   | 322                         | 322  |
| 323  | 323                         | 323  | 323   | 323                         | 323  |
| 324  | 324                         | 324  | 324   | 324                         | 324  |
| 325  | 325                         | 325  | 325   | 325                         | 325  |
| 326  | 326                         | 326  | 326   | 326                         | 326  |
| 327  | 327                         | 327  | 327   | 327                         | 327  |
| 328  | 328                         | 328  | 328   | 328                         | 328  |
| 329  | 329                         | 329  | 329   | 329                         | 329  |
| 330  | 330                         | 330  | 330   | 330                         | 330  |
| 331  | 331                         | 331  | 331   | 331                         | 331  |
| 332  | 332                         | 332  | 332   | 332                         | 332  |
| 333  | 333                         | 333  | 333   | 333                         | 333  |
|  |                             |  |   |                             |  |



| KANGNI OR KAKUN,<br>ITALIAN MILLET.<br>( <i>Setaria Italica</i> .) |     |                             |     |  |     | GRAM, CHANA,<br>CHHOLA, KADALAY<br>OR SUNAGA.<br>( <i>Cicer arietinum</i> .) |     |                             |     |  |     |
|--|-----|-----------------------------|-----|--|-----|--|-----|-----------------------------|-----|--|-----|
| Present return.  |     | Next preceding re-<br>turn. |     | re-<br>Corresponding<br>turn of last year. |     | Present return.  |     | Next preceding re-<br>turn. |     | re-<br>Corresponding<br>turn of last year. |     |
| S.   | Ch. | S.                          | Ch. | S.   | Ch. | S.   | Ch. | S.                          | Ch. | S.   | Ch. |
| ...  | ... | ...                         | ... | ...  | ... | ...  | ... | ...                         | ... | ...  | ... |
| ...  | ... | ...                         | ... | ...  | ... | 9  | 8   | 9                           | 8   | 8  | 0   |
| ...  | ... | ...                         | ... | ...  | ... | 10   | 8   | 10                          | 8   | 9  | 12  |
| 18   | 0   | 18                          | 0   | 19   | 0   | 19   | 0   | 19                          | 8   | 15   | 0   |
| 14   | 0   | 13                          | 4   | 16   | 0   | 18   | 0   | 18                          | 0   | 16   | 0   |
| ...  | ... | ...                         | ... | ...  | ... | 19   | 0   | 20                          | 0   | 16   | 0   |
| 18   | 0   | 18                          | 0   | ...  | ... | 20   | 8   | 20                          | 0   | 16   | 0   |
| ...  | ... | ...                         | ... | ...  | ... | 20   | 8   | 20                          | 8   | 16   | 0   |
| ...  | ... | ...                         | ... | ...  | ... | 19   | 0   | 19                          | 0   | 16   | 0   |
| ...  | ... | ...                         | ... | ...  | ... | 18   | 11  | 19                          | 4   | 17   | 9   |
| ...  | ... | ...                         | ... | ...  | ... | 21   | 0   | 20                          | 8   | 16   | 0   |
| ...  | ... | ...                         | ... | ...  | ... | 17   | 12  | 17                          | 12  | 15   | 4   |
| ...  | ... | ...                         | ... | {  |     | Large  |     | {                           |     | 14   |     |
| ...  | ... | ...                         | ... |  |     | Small  |     |                             |     |  |     |
| ...  | ... | ...                         | ... | ...  | ... | 21   | 0   | 21                          | 0   | ...  | ... |
| ...  | ... | ...                         | ... | ...  | ... | 14   | 0   | 14                          | 0   | 12   | 8   |
| ...  | ... | ...                         | ... | ...  | ... | Biri or kalai.   |     | 15                          |     | 12   |     |
| ...  | ... | ...                         | ... | ...  | ... | Chhola.  |     | 14                          |     | 0  |     |
| ...  | ... | ...                         | ... | {  |     | Biri.  |     | {                           |     | 11   |     |
| ...  | ... | ...                         | ... |  |     | 16   |     |                             |     |  |     |
| ...  | ... | ...                         | ... | ...  | ... | 18   | 0   | 14                          | 0   | ...  | ... |
| ...  | ... | ...                         | ... | ...  | ... | 18   | 5   | 13                          | 12  | 12   | 4   |
| ...  | ... | ...                         | ... | ...  | ... | 14   | 0   | 14                          | 0   | 12   | 8   |
| ...  | ... | ...                         | ... | ...  | ... | 12   | 8   | 13                          | 0   | 12   | 0   |
| ...  | ... | ...                         | ... | ...  | ... | 15   | 12  | 14                          | 1   | 10   | 11  |
| ...  | ... | ...                         | ... | ...  | ... | 15   | 8   | 16                          | 0   | 13   | 0   |
| ...  | ... | ...                         | ... | ...  | ... | 12   | 0   | 12                          | 0   | 9  | 0   |

12746

Station Bazaars of the Districts of Bengal on the 31st August 1902—concl.

|   |                              |                                       |  |                              |                                       |                 |                              |                                       |                 |                              |                                       | WHOLESALE PRICES<br>PER MAUND OF 40<br>SEERS. |  |  | DISTRICTS.                | Number. |    |  |
|---|------------------------------|---------------------------------------|--|------------------------------|---------------------------------------|-----------------|------------------------------|---------------------------------------|-----------------|------------------------------|---------------------------------------|---|--|--|---------------------------|---------|----|--|
| INDIAN-CORN OR<br>MAIZE.<br>(Zea mays.) |                              |                                       | ARHAR OR TUR,<br>CADJAN PEA.<br>(Cajanus indicus.) |                              |                                       | SALT.           |                              |                                       | SALT.           |                              |                                       |   |  |  |                           |         |    |  |
| Present return.                         | Next<br>preceding<br>return. | Corresponding return<br>of last year. | Present return.                                    | Next<br>preceding<br>return. | Corresponding return<br>of last year. | Present return. | Next<br>preceding<br>return. | Corresponding return<br>of last year. | Present return. | Next<br>preceding<br>return. | Corresponding return<br>of last year. |   |  |  |                           |         |    |  |
| S. Ch.                                  | S. Ch.                       | S. Ch.                                | S. Ch.   | S. Ch.                       | S. Ch.                                | S. Ch.          | S. Ch.                       | S. Ch.                                | R. A. P.        | R. A. P.                     | R. A. P.                              |   |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | ...  | ...                          | ...                                   | V<br>10 0       | 9 0                          | 9 0                                   | 13 14 0         | 3 12 0                       | 4 8 0                                 | BENGAL—continued                              |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | ...  | ...                          | ...                                   | W<br>9 0        | 8 8                          | 9 0                                   | 11 2 0          | 4 4 0                        | 4 8 0                                 | Tippera.                                      |  |  | 21                        |         |    |  |
| ...                                     | ...                          | ...                                   | 8 0  | 8 0                          | 8 10                                  | X<br>11 0       | 10 0                         | 9 8                                   | 13 6 0          | 3 6 0                        | 3 14 0                                | Noakhali.                                     |  |  | 25                        |         |    |  |
| ...                                     | ...                          | ...                                   | ...  | ...                          | ...                                   | Y<br>11 4       | 10 12                        | 10 8                                  | 13 11 0         | 3 10 0                       | 3 12 0                                | Chittagong.                                   |  |  | 26                        |         |    |  |
| 21 0                                    | 21 0                         | 16 8                                  | 17 0   | 18 0                         | 16 0                                  | Z<br>11 0       | 11 4                         | 10 8                                  | 13 9 6          | 3 9 0                        | 3 15 0                                | BIHAR.  |  |  | PAUNA DIVISION.           | 27      |    |  |
| 18 0                                    | 18 0                         | 15 4                                  | 15 12  | 15 0                         | 13 8                                  | a<br>10 0       | 10 0                         | 10 8                                  | 14 0 0          | 4 0 0                        | 3 13 0                                | Patna.  |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 12 0   | 14 0                         | 11 0                                  | b<br>11 0       | 11 0                         | 10 8                                  | 13 10 2         | 3 10 2                       | 3 13 0                                | Gaya.   |  |  |                           |         |    |  |
| 20 0                                    | 20 0                         | 15 0                                  | 15 8   | 14 0                         | 12 0                                  | c<br>10 8       | 10 8                         | 10 0                                  | 13 13 0         | 3 13 0                       | 4 0 0                                 | Shahabad.                                     |  |  |                           |         |    |  |
| 22 0                                    | 22 0                         | 19 8                                  | 22 0   | 22 0                         | 19 0                                  | d<br>10 0       | 10 0                         | 9 12                                  | 14 0 0          | 4 0 0                        | 4 0 0                                 | Saran.  |  |  |                           |         |    |  |
| 20 0                                    | 20 0                         | 18 0                                  | 13 8   | 14 0                         | 13 0                                  | e<br>11 0       | 11 0                         | 11 0                                  | 13 10 0         | 3 10 0                       | 3 10 0                                | Champaran.                                    |  |  |                           |         |    |  |
| 22 0                                    | 22 0                         | 22 0                                  | 14 4   | 14 4                         | 13 3                                  | f<br>10 8       | 10 8                         | 10 8                                  | 13 14 6         | 3 14 6                       | 3 6 6                                 | Muzaffarpur.                                  |  |  |                           |         |    |  |
| 29 0                                    | 20 0                         | 18 14                                 | 11 0   | 11 0                         | 17 15                                 | g<br>10 12      | 10 12                        | 10 4                                  | 13 10 0         | 3 10 0                       | 3 14 0                                | Darbhanga.                                    |  |  |                           |         |    |  |
| 21 8                                    | 19 0                         | 18 4                                  | 12 10  | 12 10                        | 10 8                                  | h<br>10 0       | 10 0                         | 10 0                                  | 14 0 0          | 4 0 0                        | 4 0 0                                 | Munhyr.                                       |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 10 0   | 10 0                         | 8 0                                   | i<br>10 0       | 10 0                         | 9 8                                   | 13 14 0         | 3 14 0                       | 4 0 0                                 | Bhagalpur.                                    |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 13 0   | 13 0                         | 10 0                                  | j<br>10 8       | 10 8                         | 10 0                                  | 13 10 0         | 3 10 0                       | 3 12 0                                | Purica.                                       |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 15 0   | 18 0                         | 19 0                                  | k<br>12 0       | 11 0                         | 13 0                                  | 13 0 0          | 3 0 0                        | 3 0 0                                 | Mada.   |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 15 1   | 14 12                        | 12 7                                  | l<br>11 0       | 11 4                         | 10 8                                  | 13 8 0          | 3 7 0                        | 3 11 0                                | South Parganas.                               |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 10 12  | 10 0                         | 10 0                                  | m<br>8 0        | 8 0                          | ...                                   | 1 ...           | ...                          | ...                                   | ORISSA.                                       |  |  | ORISSA<br>DIVISION.       | 39      |    |  |
| ...                                     | ...                          | ...                                   | 15 0   | 14 8                         | ...                                   | n<br>13 0       | 13 0                         | 13 4                                  | 13 1 0          | 3 1 0                        | 2 14 6                                | Cuttack.                                      |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 9 3  | 9 3                          | 7 4                                   | ...             | ...                          | ...                                   | ...             | ...                          | ...                                   | Balasore.                                     |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 11 8   | 12 0                         | 40 0                                  | ...             | ...                          | ...                                   | ...             | ...                          | ...                                   | Angul.  |  |  |                           |         |    |  |
| 14 8                                    | 14 8                         | 14 0                                  | 9 8  | 9 8                          | 9 8                                   | ...             | 8 8                          | 8 8                                   | 14 7 0          | 4 7 0                        | 4 12 0                                | CHOTA NAGPUR                                  |  |  | CHOTA NAGPUR<br>DIVISION. | 43      |    |  |
| 17 0                                    | ...                          | 13 8                                  | 6 0<br>to<br>6 8                                   | 5 8<br>to<br>6 8             | 6 8<br>to<br>7 0                      | ...             | 9 12                         | 9 12                                  | 9 14 1 0        | 4 2 0                        | 4 6 0                                 | Hazaribagh.                                   |  |  |                           |         |    |  |
| 13 8                                    | 12 15                        | 10 11                                 | 11 4   | 11 4                         | 8 4                                   | ...             | 10 2                         | 9 9                                   | 8 11 1 ...      | ...                          | ...                                   | Ranchi.                                       |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 11 8   | 12 0                         | 40 0                                  | ...             | 10 10                        | 10 12                                 | 10 0            | 13 10 0                      | 3 9 0                                 | Palawan.                                      |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | 10 0   | 10 0                         | 8 0                                   | ...             | 9 0                          | 9 0                                   | 14 4 0          | 4 4 0                        | 3 8 0                                 | Manbhum.                                      |  |  |                           |         |    |  |
| ...                                     | ...                          | ...                                   | ...  | ...                          | ...                                   | ...             | ...                          | ...                                   | ...             | ...                          | ...                                   | Singhbhum.                                    |  |  |                           |         | 47 |  |

g. In the subdivisions the retail prices of salt per rupee are—Banka 10 seers; Madhipura 10 seers; Sapaul 10 seers.  
h. In the subdivisions the retail prices of salt per rupee are—Kishanganj 9 seers; Arraria 9 seers.  
i. At Bahia Nawabganj the retail price of salt is 10 seers per rupee.  
j. In the subdivisions the retail prices of salt per rupee are—Deoghur 10 seers (panga); Godda 10 seers; Jaintara 11 seers; Pakaur 11 seers (karkatch); Rajmahal 11 seers.  
k. In the subdivisions the retail prices of salt per rupee are—Jajpur 10 seers 10 chittacks (panga); Kendrapara 10 seers (panga).  
l. At Bhadrak the retail price of salt is 10½ seers per rupee.  
m. In the marts in the interior of the district the retail prices of salt per rupee are—Sankhpur 9 seers; Biasipara 9 seers.  
n. At Khurda the retail price of salt is 13 seers per rupee.  
o. At Gobindpur the retail price of salt is 10 seers 10 chittaks per rupee.

Published for general information.

W. C. MACPHERSON,

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

| Number. | MARKS.          |                   |                        |                                    |                           |                        |                                    |                           |                         |                                    |                           |                        |                                    |
|---------|-----------------|-------------------|------------------------|------------------------------------|---------------------------|------------------------|------------------------------------|---------------------------|-------------------------|------------------------------------|---------------------------|------------------------|------------------------------------|
|         |                 | RICE (BEST SORT). |                        |                                    | COMMON RICE (mota chaul). |                        |                                    | WHEAT (Triticum sativum). |                         |                                    | BARLEY (Hordeum vulgare). |                        |                                    |
|         |                 | Present return.   | Next preceding return. | Corresponding return of last year. | Present return.           | Next preceding return. | Corresponding return of last year. | Present return.           | Next preceding return.  | Corresponding return of last year. | Present return.           | Next preceding return. | Corresponding return of last year. |
| 1       | 2               | 3                 | 4                      | 5                                  | 6                         | 7                      | 8                                  | 9                         | 10                      | 11                                 | 12                        | 13                     | 14                                 |
|         |                 | Rs. A. P.         | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                 | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                 | Rs. A. P.               | Rs. A. P.                          | Rs. A. P.                 | Rs. A. P.              | Rs. A. P.                          |
| 1       | Calcutta ...    | 5 4 0             | 5 4 0                  | 5 4 0                              | 3 12 0                    | 3 12 0                 | 4 4 0                              | 3 8 0                     | 3 8 0                   | 3 8 0                              | 2 6 0                     | 2 6 0                  | 2 6 0                              |
| 2       | Burdwan ...     | 5 0 0             | 5 0 0                  | 4 12 0                             | 3 11 0                    | 3 11 6                 | 3 8 0                              | ...                       | ...                     | ...                                | ...                       | ...                    | ...                                |
| 3       | Midnapore ...   | 4 0 0             | 4 0 0                  | 4 4 0                              | 3 3 0                     | 3 8 0                  | 3 10 0                             | ...                       | ...                     | ...                                | ...                       | ...                    | ...                                |
| 4       | Pabna ...       | 6 10 0            | 6 10 0                 | 6 6 6                              | 3 5 0                     | 3 8 6                  | 3 6 6                              | 2 8 6                     | 2 8 6                   | 2 10 6                             | ...                       | ...                    | ...                                |
| 5       | Rangpur ...     | 5 0 0             | 5 0 0                  | 6 8 0                              | 3 12 0                    | 3 12 0                 | 4 0 0                              | 3 12 0                    | 3 12 0                  | 3 12 0                             | ...                       | ...                    | ...                                |
| 6       | Dacca ...       | 4 0 0             | 4 2 0                  | 4 13 0                             | 3 4 0                     | 3 4 0                  | 4 8 0                              | 3 4 0                     | 3 4 0                   | 3 3 0                              | 2 0 0                     | 2 0 0                  | 2 12 0                             |
| 7       | Chittagong ...  | ...               | ...                    | ...                                | 3 6 0                     | 3 4 0                  | 3 10 0                             | ...                       | ...                     | ...                                | ...                       | ...                    | ...                                |
| 8       | Patna ...       | 3 12 0            | 3 12 6                 | 4 2 6                              | 3 10 0                    | 3 10 0                 | 3 5 6                              | 2 13 6                    | 2 12 3                  | 3 0 0                              | 2 1 0                     | 2 0 0                  | 2 3 0                              |
| 9       | Muzaffarpur ... | 5 0 0             | 5 0 0                  | 4 7 0                              | 3 5 3                     | 3 5 3                  | 3 5 3                              | 2 12 0                    | 2 12 0                  | 3 3 0                              | 2 0 0                     | 2 0 0                  | 1 12 6                             |
| 10      | Bhagalpur ...   | 4 3 0             | 4 3 0                  | 4 15 0                             | 3 8 0                     | 3 8 0                  | 3 8 6                              | 2 14 0                    | 2 14 0                  | 3 1 3                              | 2 0 6                     | 2 0 6                  | 2 0 0                              |
| 11      | Cuttack ...     | 4 4 0             | 4 4 0                  | 3 14 0                             | 2 13 0                    | 2 13 0                 | 2 14 6                             | 3 3 0                     | 3 3 0                   | 3 6 0                              | ...                       | ...                    | ...                                |
| 12      | Ranchi ...      | 4 10 9            | 4 10 9                 | 4 8 0                              | 2 13 6                    | 2 13 6                 | 3 1 0                              | { 4 3 0<br>to<br>5 0 0    | { 3 13 0<br>to<br>5 8 0 | { 3 13 0<br>to<br>5 0 0            | } 2 13 6                  | 2 13 6                 | 2 13 9                             |

CALCUTTA,  
The 8th September 1902.

| JUAR OR CHOLUM ( <i>Sorghum vulgare</i> ). |                        |                                    | BAJRA OR CUMBU ( <i>Pennisetum typhoideum</i> ). |                        |                                    | MARUA OR RAGI ( <i>Eleusine corocana</i> ). |                        |                                    | GRAM, CHANA, CHOLA, KADALAY, OR SUNAGA ( <i>Cicer arietinum</i> ). |                         |                                    |
|--|------------------------|------------------------------------|--|------------------------|------------------------------------|---|------------------------|------------------------------------|--|-------------------------|------------------------------------|
| Present return.                            | Next preceding return. | Corresponding return of last year. | Present return.                                  | Next preceding return. | Corresponding return of last year. | Present return.                             | Next preceding return. | Corresponding return of last year. | Present return.  | Next preceding return.  | Corresponding return of last year. |
| 15   | 16                     | 17                                 | 18   | 19                     | 20                                 | 21  | 22                     | 23                                 | 24   | 25                      | 26                                 |
| Rs. A. P.                                  | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.  | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                                   | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.  | Rs. A. P.               | Rs. A. P.                          |
| 2 6 0                                      | 2 12 0                 | 2 4 0                              | 2 8 0  | 2 8 0                  | 3 8 0                              | ...   | ...                    | ...                                | 2 8 0  | 2 8 0                   | 2 12 0                             |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 2 6 0  | 2 7 0                   | 2 12 0                             |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 2 8 0  | 2 10 0                  | 3 0 0                              |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 2 10 6   | 2 10 6                  | 3 5 0                              |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 2 8 0  | 2 8 0                   | 3 2 0                              |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 4 0 0  | 4 0 0                   | 3 4 0                              |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 3 6 0  | 3 4 0                   | 3 12 0                             |
| White.<br>2 7 0<br>Raksa.<br>1 15 0        | ...                    | 2 7 0                              | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 2 1 6  | 2 0 6                   | 2 10 0                             |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | 1 13 0                                      | 1 13 0                 | 2 5 6                              | 2 0 0  | 2 0 0                   | 2 1 6                              |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 2 4 0  | 2 4 0                   | 2 10 0                             |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 2 6 3  | Biri or kalai.<br>2 7 0 | 2 13 0                             |
| ...  | ...                    | ...                                | ...  | ...                    | ...                                | ...   | ...                    | ...                                | 3 3 2  | 3 1 0                   | 3 5 3                              |

| PRICE PER MAUND                     |                        |                                    |   |                        |                                    |                 |                        |                                    |                       |                        |                                    |
|-------------------------------------|------------------------|------------------------------------|---|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------------|------------------------|------------------------------------|
| INDIAN-CORN OR MAIZE<br>(Zea mays). |                        |                                    | ARHAR DAL OR THUR—<br>CADJAN PEA (Cajanus indicus). |                        |                                    | LINSEED.        |                        |                                    | MUSTARD AND RAPESEED. |                        |                                    |
| Present return.                     | Next preceding return. | Corresponding return of last year. | Present return.                                     | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return.       | Next preceding return. | Corresponding return of last year. |
| 27                                  | 28                     | 29                                 | 30  | 31                     | 32                                 | 33              | 34                     | 35                                 | 36                    | 37                     | 38                                 |
| Rs. A. P.                           | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.   | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.             | Rs. A. P.              | Rs. A. P.                          |
| 2 2 0                               | 2 4 0                  | 2 12 0                             | 4 4 0   | 4 0 0                  | 4 0 0                              | 6 12 0          | 6 12 0                 | 7 4 0                              | 5 0 0                 | 4 12 0                 | 4 12 0                             |
| ...                                 | ...                    | ...                                | 3 3 0   | 3 3 0                  | 3 12 0                             | ...             | ...                    | ...                                | 4 6 0                 | 4 12 0                 | 6 0 0                              |
| ...                                 | ...                    | ...                                | 4 0 0   | 3 14 0                 | 4 12 0                             | 6 8 0           | 6 8 0                  | 5 8 0                              | 4 10 0                | 4 10 0                 | 4 0 0                              |
| ...                                 | ...                    | ...                                | 4 5 0   | 4 5 0                  | 5 5 0                              | 4 8 0           | 4 8 0                  | 6 0 0                              | 4 12 0                | 4 12 0                 | 4 12 0                             |
| 3 2 0                               | 3 2 0                  | 3 4 0                              | 4 0 0   | 4 0 0                  | 5 4 0                              | ...             | ...                    | ...                                | 4 14 0                | 4 14 0                 | 4 4 0                              |
| ...                                 | ...                    | ...                                | 4 0 0   | 4 0 0                  | 4 0 0                              | ...             | ...                    | ...                                | 6 4 0                 | 6 4 0                  | 5 9 0                              |
| ...                                 | ...                    | ...                                | 4 12 0  | 4 8 0                  | 5 4 0                              | ...             | ...                    | ...                                | 4 8 0                 | 4 8 0                  | 5 6 0                              |
| 1 14 0                              | 1 14 0                 | 2 6 6                              | 2 5 0   | 2 3 0                  | 2 8 0                              | 6 0 0           | 5 12 0                 | 5 10 0                             | 4 6 0                 | 4 3 0                  | 5 0 0                              |
| 1 15 3                              | 1 15 8                 | 2 1 6                              | 2 13 9  | 2 10 6                 | 2 15 3                             | ...             | ...                    | ...                                | ...                   | ...                    | ...                                |
| 1 14 6                              | 2 0 6                  | 2 3 0                              | 3 2 0   | 3 2 0                  | 3 12 0                             | 6 0 0           | 6 0 0                  | ...                                | 4 6 0                 | 4 6 0                  | 6 2 0                              |
| ...                                 | ...                    | ...                                | 2 7 0   | 2 10 0                 | 3 0 0                              | ...             | ...                    | ...                                | 4 0 0                 | 4 0 0                  | ...                                |
| ...                                 | ...                    | ...                                | 6 2 6<br>to<br>6 10 0                               | 6 2 6<br>to<br>7 4 4   | 5 11 6<br>to<br>6 2 6              | 6 10 0          | 6 10 0                 | 5 0 0                              | 4 4 9                 | 4 4 9                  | 4 1 3                              |
| ...                                 | ...                    | ...                                | ...   | ...                    | ...                                | ...             | ...                    | ...                                | 5 0 0                 | 5 0 0                  | 5 2 6                              |

40 STANDARD SEERS.

| TIL OR JINJILI SEED. |                        |                                    | SUGAR (RAW).             |                           |                                    | COTTON, CLEANED. |                        |                                    | JUTE            |                        |                                    |
|----------------------|------------------------|------------------------------------|--------------------------|---------------------------|------------------------------------|------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return.      | Next preceding return. | Corresponding return of last year. | Present return.          | Next preceding return.    | Corresponding return of last year. | Present return.  | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 39                   | 40                     | 41                                 | 42                       | 43                        | 44                                 | 45               | 46                     | 47                                 | 48              | 49                     | 50                                 |
| Rs. A. P.            | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                | Rs. A. P.                 | Rs. A. P.                          | Rs. A. P.        | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          |
| 4 12 0               | 4 8 0                  | 5 0 0                              | 4 4 0                    | 4 4 0                     | 4 0 0                              | 15 0 0           | 15 0 0                 | 17 0 0                             | 5 4 0           | 5 4 0                  | 5 4 0                              |
| ...                  | ...                    | ...                                | 4 0 0                    | 3 12 0                    | 4 4 0                              | 10 0 0           | 20 0 0                 | 17 12 0                            | ...             | ...                    | ...                                |
| ...                  | ...                    | ...                                | { 3 4 0<br>to<br>3 8 0 } | { 3 4 0<br>to<br>3 8 0 }  | { 3 8 0<br>to<br>4 0 0 }           | 20 0 0           | 20 0 0                 | 20 0 0                             | ...             | ...                    | ...                                |
| ...                  | ...                    | ...                                | 3 10 0                   | 3 8 0                     | 4 8 0                              | 21 0 0           | 21 0 0                 | 20 0 0                             | 5 2 0           | 4 14 0                 | 5 0 0                              |
| ...                  | ...                    | ...                                | 4 0 0                    | 4 0 0                     | 6 4 0                              | ...              | ...                    | ...                                | 4 0 0           | 4 0 0                  | 4 12 0                             |
| ...                  | ...                    | ...                                | 4 2 0                    | 4 0 0                     | 5 12 0                             | ...              | ...                    | ...                                | 4 8 0           | 4 8 0                  | 5 0 0                              |
| ...                  | ...                    | ...                                | 5 0 0                    | 4 12 0                    | 5 8 0                              | 14 8 0           | 14 8 0                 | 14 0 0                             | ...             | ...                    | ...                                |
| 5 10 0               | 5 12 0                 | 5 0 0                              | 2 12 0                   | 2 8 0                     | 3 8 0                              | 15 0 0           | 15 0 0                 | 16 0 0                             | 4 4 0           | 4 6 0                  | 3 0 0                              |
| ...                  | ...                    | ...                                | 2 10 6                   | 2 5 6                     | 3 1 3                              | ...              | ...                    | ...                                | ...             | ...                    | ...                                |
| ...                  | ...                    | ...                                | 4 1 0                    | 4 1 0                     | 5 5 0                              | 19 0 0           | 19 0 0                 | 18 0 0                             | ...             | ...                    | ...                                |
| 4 1 0                | 4 1 0                  | 4 6 0                              | 4 8 0                    | 4 8 0                     | 4 8 0                              | 20 0 0           | 20 0 0                 | 22 0 0                             | ...             | ...                    | ...                                |
| ...                  | ...                    | ...                                | 4 0 0                    | { 3 10 0<br>to<br>4 0 0 } | { 4 3 0<br>to<br>5 0 0 }           | 20 0 0           | 20 0 0                 | 22 12 0                            | ...             | ...                    | ...                                |



| GHI (CLARIFIED BUTTER). |                        |                                    | TOBACCO LEAF.   |                        |                                    | HIDES (COW).    |                        |                                    | GRASS.          |                        |                                    |
|-------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return.         | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 51                      | 52                     | 53                                 | 54              | 55                     | 56                                 | 57              | 58                     | 59                                 | 60              | 61                     | 62                                 |
| Rs. A. P.               | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          |
| 39 0 0                  | 39 0 0                 | 40 0 0                             | 7 0 0           | 9 0 0                  | 9 0 0                              | 250 0 0         | 250 0 0                | 300 0 0                            | 1 0 0           | 1 0 0                  | 0 13 9                             |
| 30 0 0                  | 30 0 0                 | 41 0 0                             | ...             | ...                    | ...                                | ...             | ...                    | ...                                | ...             | ...                    | ...                                |
| 30 8 0                  | 30 8 0                 | 41 8 0                             | 5 8 0           | 5 8 0                  | 5 8 0                              | 1 0 0           | 1 0 0                  | 1 0 0                              | ...             | ...                    | ...                                |
| 53 0 0                  | 53 0 0                 | 53 0 0                             | 6 10 0          | 6 8 0                  | 7 8 0                              | 2 8 0           | 2 8 0                  | 2 2 0                              | ...             | ...                    | ...                                |
| 36 0 0                  | 36 0 0                 | 42 0 0                             | 6 8 0           | 6 8 0                  | 7 0 0                              | 1 4 0           | 1 4 0                  | 1 2 0                              | ...             | ...                    | ...                                |
| 40 0 0                  | 40 0 0                 | 45 0 0                             | 10 0 0          | 10 0 0                 | 9 0 0                              | 2 12 0          | 2 12 0                 | 2 4 0                              | ...             | ...                    | ...                                |
| 32 8 0                  | 33 0 0                 | 44 0 0                             | 7 8 0           | 10 0 0                 | 10 0 0                             | ...             | ...                    | ...                                | 0 2 6           | 0 2 6                  | 0 2 6                              |
| 30 0 0                  | 30 0 0                 | 35 0 0                             | 4 0 0           | 3 8 0                  | 3 0 0                              | ...             | ...                    | ...                                | 0 3 0           | 0 3 0                  | 0 3 0                              |
| 29 1 6                  | 29 1 6                 | 34 9 6                             | 8 0 0           | 8 0 0                  | 8 0 0                              | ...             | ...                    | ...                                | ...             | ...                    | ...                                |
| 32 0 0                  | 32 0 0                 | 40 0 0                             | 8 0 0           | 8 0 0                  | ...                                | ...             | ...                    | ...                                | ...             | ...                    | ...                                |
| 34 8 0                  | 33 12 0                | 37 8 0                             | 4 4 0           | 4 4 0                  | 4 4 0                              | ...             | ...                    | ...                                | ...             | ...                    | ...                                |
| 30 7 6                  | 32 0 0                 | 36 0 0                             | 6 10 0          | 6 10 0                 | 6 10 6                             | ...             | ...                    | ...                                | ...             | ...                    | ...                                |
| 36 0 0                  | 37 3 10                | 40 0 0                             | 13 5 3          | 13 5 3                 | 13 0 0                             | 1 0 0           | 1 0 0                  | 1 0 0                              | 0 3 3           | 0 4 0                  | 0 2 8                              |

in the undermentioned *Marts* of Bengal on the 31st August 1902.

| STRAW.          |                         |                                    | JUAR STALKS.    |                        |                                    | PRICES PER MAUND OF 40 STANDARD SEERS. |                         |                                    |                 |                        |                                    |                 |                        |                                    | MARTS.          |
|-----------------|-------------------------|------------------------------------|-----------------|------------------------|------------------------------------|--|-------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|
|                 |                         |                                    |                 |                        |                                    | IRON.                                  |                         |                                    | FIREWOOD.       |                        |                                    | SALT.           |                        |                                    |                 |
| Present return. | Next preceding return.  | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return.                        | Next preceding return.  | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |                 |
| 63              | 64                      | 65                                 | 66              | 67                     | 68                                 | 69                                     | 70                      | 71                                 | 72              | 73                     | 74                                 | 75              | 76                     | 77                                 | 78              |
| Rs. A. P.       | Rs. A. P.               | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                              | Rs. A. P.               | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          |                 |
| 0 12 0          | 0 12 0                  | 0 14 0                             | ...             | ...                    | ...                                | 5 12 0                                 | 5 12 0                  | 5 4 0                              | 0 8 0           | 0 8 0                  | 0 8 0                              | 3 6 0           | 3 6 0                  | 3 8 0                              | 1. Calcutta     |
| 0 12 0          | 0 12 0                  | 0 14 0                             | ...             | ...                    | ...                                | ...                                    | ...                     | ...                                | 0 8 0           | 0 8 0                  | 0 5 6                              | 3 4 0           | 3 4 0                  | 3 10 0                             | 2. Burdwan.     |
| 0 4 8           | 0 4 8                   | 0 10 1                             | ...             | ...                    | ...                                | { 3 12 0<br>to<br>4 4 0                | { 3 12 0<br>to<br>4 4 0 | { 4 0 0<br>to<br>5 0 0             | 0 4 0           | 0 4 0                  | 0 4 0                              | 3 8 0           | 3 8 0                  | 3 11 0                             | 3. Midnapore    |
| 1 0 0           | 1 0 0                   | 1 0 0                              | ...             | ...                    | ...                                | 7 0 0                                  | 7 0 0                   | 7 0 0                              | 0 10 0          | 0 10 0                 | 0 5 0                              | 3 12 0          | 3 12 0                 | 3 13 6                             | 4. Pabna.       |
| 0 7 0           | 0 7 0                   | 0 7 0                              | ...             | ...                    | ...                                | 7 0 0                                  | 7 0 0                   | 7 0 0                              | 0 5 0           | 0 5 0                  | 0 5 0                              | 3 12 0          | 3 12 0                 | 4 0 0                              | 5. Rangpur.     |
| ...             | ...                     | ...                                | ...             | ...                    | ...                                | 5 0 0                                  | 5 0 0                   | 6 0 0                              | 0 5 3           | 0 5 3                  | 0 5 3                              | 3 10 0          | 3 10 0                 | 4 0 0                              | 6. Dacca.       |
| ...             | ...                     | ...                                | ...             | ...                    | ...                                | 4 12 0                                 | 4 8 0                   | 5 4 0                              | ...             | ...                    | ...                                | 3 6 0           | 3 6 0                  | 3 14 0                             | 7. Chittagong.  |
| ...             | ...                     | ...                                | ...             | ...                    | ...                                | 5 0 0                                  | 4 0 0                   | 5 0 0                              | 0 7 0           | 0 7 0                  | 0 6 0                              | 3 11 0          | 3 10 0                 | 3 12 0                             | 8. Patna.       |
| ...             | ...                     | ...                                | ...             | ...                    | ...                                | 5 11 6                                 | 5 11 6                  | 5 11 6                             | 0 4 0           | 0 4 0                  | 0 4 0                              | 4 0 0           | 4 0 0                  | 4 0 0                              | 9. Muzaffarpur. |
| ...             | ...                     | ...                                | ...             | ...                    | ...                                | 5 0 0                                  | 5 0 0                   | 5 0 0                              | 0 5 9           | 0 5 9                  | 0 6 3                              | 3 10 0          | 3 10 0                 | 3 14 0                             | 10. Bhagalpur.  |
| 0 7 0           | 0 7 0                   | 0 8 0                              | ...             | ...                    | ...                                | 4 11 0                                 | 4 11 0                  | 4 4 0                              | 0 4 0           | 0 4 0                  | 0 4 0                              | 3 0 0           | 3 0 0                  | 3 0 0                              | 11. Cuttack.    |
| 0 9 0           | { 0 6 0<br>to<br>0 10 0 | { 0 6 0<br>to<br>0 10 0            | ...             | ...                    | ...                                | 5 10 0                                 | 5 10 0                  | 5 11 6                             | 0 4 0           | 0 4 0                  | 0 4 0                              | 4 1 0           | 4 2 0                  | 4 6 0                              | 12. Ranchi.     |

W. C. MACPHERSON,  
Offg. Secretary to the Govt. of Bengal.



IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing assessed Tollage or Earnings on Canals in Bengal classed as Major Works for the month of July 1902, as compared with that of the corresponding month of the previous year.

| CANALS.                    | TOLLAGE, 1902-1903. |                      | TOLLAGE, 1901-1902. |                      |
|----------------------------|---------------------|----------------------|---------------------|----------------------|
|                            | During the month.   | To end of the month. | During the month.   | To end of the month. |
| 1                          | 2                   | 3                    | 4                   | 5                    |
|                            | Rs. A. P.           | Rs. A. P.            | Rs. A. P.           | Rs. A. P.            |
| Orissa Circle.             |                     |                      |                     |                      |
| Taldanda Canal System      | 1,173 3 6           | 5,267 3 6            | 1,063 0 5           | 3,811 6 11           |
| Kendrapara ditto           | 2,530 5 5           | 10,851 14 7          | 4,343 10 4          | 18,819 3 5           |
| High Level, Range I        | 597 2 9             | 2,438 14 6           | 1,204 8 0           | 2,880 13 0           |
| Ditto, " II                | 147 4 3             | 512 12 6             | 186 1 3             | 556 4 3              |
| Ditto, " III               | 16 0 2              | 43 13 0              | 33 4 0              | 95 12 3              |
| Jajpur Canal               | 96 3 0              | 188 14 6             | 35 0 0              | 103 2 9              |
| Total Orissa Circle        | 4,560 3 2           | 19,303 8 7           | 6,865 8 0           | 26,266 10 7          |
| South-Western Circle.      |                     |                      |                     |                      |
| Midnapore Canal            | 4,785 11 6          | 30,762 9 0           | 7,504 1 0           | 34,152 5 9           |
| Hijili Tidal Canal         | 3,263 15 0          | 17,221 13 3          | 4,038 7 6           | 20,828 4 0           |
| Total South-Western Circle | 8,049 10 6          | 47,984 6 3           | 11,542 8 6          | 54,980 9 9           |
| Sone Circle.               |                     |                      |                     |                      |
| Patna Canal System         | 859 6 1             | 2,772 1 7            | 995 13 0            | 6,653 13 6           |
| Arrah ditto                | 334 14 6            | 2,967 15 9           | 406 3 0             | 4,146 2 0            |
| Buxar ditto                | 149 2 9             | 1,182 4 3            | 347 14 6            | 1,421 8 0            |
| Total Sone Circle          | 1,343 7 4           | 6,902 5 7            | 1,749 14 6          | 12,221 7 6           |
| GRAND TOTAL                | 13,953 5 0          | 74,190 4 5           | 20,157 15 0         | 93,468 11 10         |

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing assessed Tollage or Earnings on Canals in Bengal classed as Minor Works and Navigation for the month of July 1902, as compared with that of the corresponding month of the previous year.

| CANALS.                     | TOLLAGE, 1902-1903. |                      | TOLLAGE, 1901-1902. |                      |
|-----------------------------|---------------------|----------------------|---------------------|----------------------|
|                             | During the month.   | To end of the month. | During the month.   | To end of the month. |
| 1                           | 2                   | 3                    | 4                   | 5                    |
|                             | Rs. A. P.           | Rs. A. P.            | Rs. A. P.           | Rs. A. P.            |
| Calcutta and Eastern Canals | 15,706 12 0         | 64,294 14 9          | 14,454 8 6          | 57,002 13 0          |
| Tolly's Nala                | 4,149 12 9          | 16,621 9 6           | 4,553 9 3           | 16,978 10 6          |
| Total                       | 19,856 8 9          | 80,916 8 3           | 19,007 12 9         | 73,981 7 6           |
| Orissa Coast Canal          | 1,833 12 0          | 9,172 8 9            | 3,157 5 3           | 16,022 12 6          |
| Nadia Rivers                | 8,489 7 9           | 21,142 15 9          | 10,176 7 6          | 13,800 13 0          |
| GRAND TOTAL                 | 30,179 12 6         | 1,11,232 0 9         | 32,341 9 6          | 1,08,805 1 0         |

DARJEELING,  
The 5th September 1902.

R. C. EDGE,  
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 6th September 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. |     | WEEK ENDING SATURDAY, THE<br>6TH SEPTEMBER 1902. |                     |          | WEEK ENDING SATURDAY, THE<br>7TH SEPTEMBER 1901. |                     |          |
|------------------|-----|--|---------------------|----------|--|---------------------|----------|
|                  |     | Number of<br>boats.                              | Weight of<br>cargo. | Tollage. | Number of<br>boats.                              | Weight of<br>cargo. | Tollage. |
|                  |     |  | Mds.                | Rs.      |  | Mds.                | Rs.      |
| Rice and paddy   | ... | 519  | 49,925              | 586      | 329  | 35,425              | 415      |
| Jute             | ... | 178  | 31,575*             | 468      | 81   | 24,425†             | 366      |
| Firewood         | ... | 66   | 35,275              | 551      | 43   | 14,650              | 221      |
| Other articles   | ... | 646  | 1,37,695            | 1,649    | 340  | 82,472              | 967      |
| Total            | ... | 1,409  | 2,54,470            | 3,254    | 793  | 1,56,972            | 1,958    |

\* Weight by canal measurement, 31,337½ maunds.

† Ditto ditto, 24,000 „

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of August 1902.

|   | Inches.   | Date. | Hour.         |
|---|-----------|-------|---------------|
| The mean pressure of the month  | 29.615    |       |               |
| The average pressure of August from 24 years' registers   | 29.598    |       |               |
| The highest pressure in the month   | 29.751    | 21st  | 10            |
| The lowest pressure in the month  | 29.391    | 24th  | 16            |
| The range of pressure   | 0.360     |       |               |
|   | Hours.    |       |               |
| The total number of hours of bright sunshine during the month   | 140.9     |       |               |
| The maximum possible number of hours of sunshine  | 398.4     |       |               |
|   | °         |       |               |
| The mean temperature of the month   | 84.0      |       |               |
| The average temperature of August from 24 years' registers  | 83.1      |       |               |
| The highest temperature in the month  | 94.2      | 13th  |               |
| The lowest temperature in the month   | 74.7      | 11th  |               |
| The range of temperature during the month   | 19.5      |       |               |
| The mean daily range of temperature   | 11.2      |       |               |
| The greatest range of temperature in one day  | 15.4      | 13th  |               |
|   | Per cent. |       |               |
| The mean humidity of the month  | 86        |       |               |
| The average humidity of August from 24 years' registers   | 86        |       |               |
|   | Inches.   |       |               |
| The mean vapour tension of the month  | 1.002     |       |               |
| The average vapour tension of August from 9 years' registers  | 1.002     |       |               |
| The mean cloud proportion of the month  | 8.13      |       |               |
| The average cloud proportion of August from 25 years' registers   | 8.00      |       |               |
|   | Inches.   |       |               |
| The total rainfall of the month   | 14.01     |       |               |
| The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground) | 12.92     |       |               |
| The average fall of August from 48 years' registers   | 13.94     |       |               |
| The greatest fall in 24 hours   | 2.71      | 11th  |               |
|   | Days.     |       |               |
| The number of rainy days in the month   | 16        |       |               |
| The average number of rainy days in August from 24 years' registers (Alipore Observatories)                                 | 19        |       |               |
|   | °         |       |               |
| The mean maximum equilibrium temperature of solar radiation during the month  | 145.7     |       |               |
| The mean difference of sun and air temperatures   | 55.8      |       |               |
| The greatest sun temperature  | 156.9     | 17th  |               |
| The greatest excess of sun over air temperature   | 66.2      | 4th   |               |
| The mean temperature of the nocturnal radiation thermometer on woollen cloth  | 77.1      |       |               |
| The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground     | 1.8       |       |               |
| The greatest depression of the nocturnal radiation thermometer below the minimum air temperature                            | 3.0       | 23rd  |               |
|   | Miles.    |       |               |
| The mean movement of the wind per day   | 88.3      |       |               |
| The greatest movement of the wind in one day  | 233.0     | 10th  |               |
| The greatest movement of the wind in one hour   | 17.0      | 24th  | 10 to 11 a.m. |
| The number of hours with winds from each of the eight points—   |           |       |               |
| N. 24, N.E. 23, E. 62, S.E. 160, S. 184, S.W. 135, W. 53, N.W. 20, Calm 83.   |           |       |               |

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore .003 lower. The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 0.6 higher; and, finally, the thermometer which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards is found to read 0.6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

G. W. KÜCHLER,

METEOROLOGICAL OFFICE, GOVT. OF INDIA,  
Alipore (Calcutta), the 8th September 1902.

for Meteorological Reporter to the Govt. of India  
and Director-General of Indian Observatories.

Results of the Meteorological Observations taken at the Alipore Observatory from  
31st August to 6th September 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 32° Fahr. | TEMPERATURE. |          |        |          | HYGROMETRY.    |                 |            |           | WIND.                 |                 | Rain.   | WEATHER.                    |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|-----------------------|-----------------|---------|-----------------------------|
|        |       |                 |                                     |                                      | Mean.        | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction. | Miles recorded. |         |                             |
| 1902.  |       | °               |                                     | Inches.                              | °            | °        | °      | °        | °              | Inches          | °          | %         |                       |                 | Inches. |                             |
| Aug.   | 31st  | 150·8           | 9·1                                 | 29·565                               | 84·3         | 91·1     | 12·8   | 78·3     | 80·1           | 0·972           | 78·4       | 83        | N, ENE and E ...      | 160             | 0·26    | Partially cloudy, p.        |
| Sept.  | 1st   | 153·9           | 3·0                                 | ·526                                 | 82·7         | 86·7     | 8·1    | 78·6     | 80·1           | ·995            | 79·1       | 89        | ENE, E and E by S.    | 193             | 0·89    | Chiefly cloudy, o, d, p.    |
| "      | 2nd   | 146·6           | 5·7                                 | ·642                                 | 84·0         | 89·4     | 11·2   | 78·2     | 80·5           | ·998            | 79·2       | 86        | SE and SSW ...        | 110             | 0·30    | Partially cloudy, o, p.     |
| "      | 3rd   | 150·1           | 3·5                                 | ·687                                 | 85·1         | 89·8     | 10·5   | 79·3     | 81·7           | 1·039           | 80·4       | 86        | S by W and SE ...     | 62              | 0·06    | Chiefly cloudy, d.          |
| "      | 4th   | 151·7           | 6·4                                 | ·678                                 | 85·6         | 92·2     | 12·1   | 80·1     | 81·9           | 1·040           | 80·4       | 85        | SE and calm ...       | 54              | 0·13    | Partially cloudy, p.        |
| "      | 5th   | 144·1           | 0·6                                 | ·6·68                                | 84·1         | 89·1     | 8·8    | 80·3     | 81·0           | 1·020           | 79·8       | 87        | SE and E ...          | 64              | 0·06    | Chiefly cloudy, o, d, t, z. |
| "      | 6th   | 149·0           | 1·5                                 | ·554                                 | 82·9         | 87·1     | 8·1    | 79·0     | 79·9           | 0·982           | 78·7       | 87        | E and ESE ...         | 97              | 0·21    | Chiefly cloudy, o, d, p.    |

|   |     |     |     |         |        |
|---|-----|-----|-----|---------|--------|
| The mean pressure of the seven days ...   | ... | ... | ... | Inches. | 29·616 |
| The average pressure of the corresponding period for 24 years, Surveyor-General's Office ...          | ... | ... | ... | ...     | 29·646 |
| The total number of hours of bright sunshine ...  | ... | ... | ... | Hours.  | 29·8   |
| The maximum possible number of hours of sunshine ...  | ... | ... | ... | ...     | 87·5   |
| The mean temperature of the seven days ...  | ... | ... | ... | °       | 84·1   |
| The average temperature of the corresponding period for 24 years, Surveyor-General's Office ...       | ... | ... | ... | ...     | 83·5   |
| The extreme variation of temperature ...  | ... | ... | ... | ...     | 14·0   |
| The maximum temperature ...   | ... | ... | ... | ...     | 92·2   |
| The highest velocity of the wind in one hour ...  | ... | ... | ... | Miles.  | 14     |
| The mean relative humidity ...  | ... | ... | ... | %       | 86     |
| The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office ... | ... | ... | ... | ...     | 86     |
| The total fall of rain from 31st August to 6th September 1902 ...                                     | ... | ... | ... | Inches. | 1·91   |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office ...              | ... | ... | ... | ...     | 2·48   |
| The total fall from 1st January to 6th September 1902 ...   | ... | ... | ... | ...     | 53·48  |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office ...              | ... | ... | ... | ...     | 50·50  |

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; d, drizzling rain; p, passing temporary showers; t, thunder; <sup>l</sup>, lightning.

G. W. KÜCHLER,

for Meteorological Reporter to the Govt. of India  
and Director-General of Indian Observatories.

METEOROLOGICAL OFFICE, GOVT. OF INDIA;  
Alipore (Calcutta), the 8th September 1902.



EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of May 1902 as compared with the same month of the previous year.

| No. | STAPLES.   | 1902.  | 1901.  | Increase<br>in<br>1902. | Decrease<br>in<br>1902. | EXPLANATIONS OF FLUCTUATIONS BY<br>TRAFFIC SUPERINTENDENT. |
|-----|--|--------|--------|-------------------------|-------------------------|--|
|     |  | Tons.  | Tons.  | Tons.                   | Tons.                   |  |
| 1   | Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes. | 35     | 22     | 13                      | .....                   |  |
| 2   | Coal and coke carried for the Public and Foreign Railways.                                     | 20,872 | 23,754 | .....                   | 2,882                   |  |
| 3   | Cotton—  |        |        |                         |                         |  |
|     | (1) Raw .....  | 191    | 347    | .....                   | 156                     |  |
|     | (2) Manufactured—  |        |        |                         |                         |  |
|     | (a) Twist and yarn, European .....   | 237    | 334    | .....                   | 97                      |  |
|     | (b) Ditto, Indian .....  | 194    | 331    | .....                   | 137                     |  |
|     | (c) Piece-goods, European .....  | 1,586  | 2,056  | .....                   | 470                     |  |
|     | (d) Ditto, Indian .....  | 35     | 47     | .....                   | 12                      |  |
|     | (e) Others .....   | .....  | .....  | .....                   | .....                   |  |
| 4   | Chemicals, excepting saltpetre .....   | 30     | 42     | .....                   | 12                      |  |
| 5   | Drugs—   |        |        |                         |                         |  |
|     | (1) Intoxicating, other than opium .....   | 50     | 43     | 16                      | .....                   |  |
|     | (2) Non-intoxicating—  |        |        |                         |                         |  |
|     | (a) Medicinal preparations .....   | .....  | .....  | .....                   | .....                   |  |
|     | (b) Others .....   | 68     | 67     | 1                       | .....                   |  |
| 6   | Dyes and Tans—   |        |        |                         |                         |  |
|     | (1) Al (Morinda citrifolia) .....  | .....  | .....  | .....                   | .....                   |  |
|     | (2) Alizarine and Aniline dyes .....   | .....  | .....  | .....                   | .....                   |  |
|     | (3) Cutch .....  | 17     | 21     | .....                   | 4                       |  |
|     | (4) Indigo .....   | .....  | .....  | .....                   | .....                   |  |
|     | (5) Myrabolams .....   | .....  | .....  | .....                   | .....                   |  |
|     | (6) Tanning barks .....  | .....  | .....  | .....                   | .....                   |  |
|     | (7) Turmeric .....   | 674    | 610    | 64                      | .....                   |  |
|     | (8) Others .....   | 8      | 13     | .....                   | 4                       |  |
| 7   | Fodder—  |        |        |                         |                         |  |
|     | (1) Oilcake .....  | 1,099  | 717    | 382                     | .....                   |  |
|     | (2) Hay, straw and grass .....   | 1,663  | 4,261  | .....                   | 2,598                   |  |
| 8   | Fruits and vegetables, fresh .....   | 431    | 448    | .....                   | 17                      |  |
| 9   | Grain and pulse—   |        |        |                         |                         |  |
|     | (1) Gram and pulse .....   | 8,144  | 4,975  | 3,169                   | .....                   |  |
|     | (2) Jawar and bajra .....  | .....  | .....  | .....                   | .....                   |  |
|     | (3) Rice in the husk .....   | 6,163  | 9,487  | .....                   | 3,324                   |  |
|     | (4) Do. not in the husk .....  | 8,779  | 7,579  | .....                   | 1,200                   |  |
|     | (5) Wheat .....  | 1,419  | 474    | 945                     | .....                   |  |
|     | (6) Do. flour .....  | 396    | 102    | 294                     | .....                   |  |
|     | (7) Others .....   | 137    | 206    | .....                   | 69                      |  |
| 10  | Hides and skins—   |        |        |                         |                         |  |
|     | (1) Hides of cattle—   |        |        |                         |                         |  |
|     | (a) Dressed or tanned .....  | .....  | .....  | .....                   | .....                   |  |
|     | (b) Raw .....  | 799    | 759    | 40                      | .....                   |  |
|     | (2) Skins of sheep and other animals—  |        |        |                         |                         |  |
|     | (a) Dressed or tanned .....  | .....  | .....  | .....                   | .....                   |  |
|     | (b) Raw .....  | 64     | 50     | .....                   | 16                      |  |
| 11  | Horns .....  | 13     | 3      | .....                   | .....                   |  |
| 12  | Hemp (Indian) and other fibres, excluding jute.  | 180    | 274    | .....                   | 94                      |  |
| 13  | Jute—  |        |        |                         |                         |  |
|     | (1) Raw .....  | 16,885 | 10,592 | 6,293                   | .....                   |  |
|     | (2) Gunny-bags and cloth .....   | 1,499  | 1,205  | 294                     | .....                   |  |
| 14  | Leather—   |        |        |                         |                         |  |
|     | (1) Unwrought .....  | .....  | .....  | .....                   | .....                   |  |
|     | (2) Wrought, excepting boots and shoes .....   | .....  | 2      | .....                   | 2                       |  |
| 15  | Liquors—   |        |        |                         |                         |  |
|     | (1) Ale and beer .....   | 21     | 19     | 2                       | .....                   |  |
|     | (2) Spirits of all kinds, including country spirit.  | 8      | .....  | .....                   | .....                   |  |
|     | (3) Wine .....   | 55     | 56     | .....                   | 1                       |  |
|     | (4) All other sorts, including toddy and fermented liquor, other than ale and beer.            | .....  | .....  | .....                   | .....                   |  |
| 16  | Metals—  |        |        |                         |                         |  |
|     | (1) Brass, unwrought .....   | 31     | 23     | 8                       | .....                   |  |
|     | (2) Do., wrought .....   | 120    | 168    | .....                   | 38                      |  |
|     | (3) Copper, unwrought .....  | 10     | 13     | .....                   | 3                       |  |
|     | (4) Do., wrought .....   | 2      | 14     | .....                   | 12                      |  |
|     | (5) Iron and steel—  |        |        |                         |                         |  |
|     | (a) Cast .....   | 41     | 113    | .....                   | 72                      |  |
|     | (b) Unwrought .....  | .....  | .....  | .....                   | .....                   |  |
|     | (c) Wrought .....  | 1,100  | 1,360  | .....                   | 260                     |  |
|     | (d) Manufactures .....   | 268    | 310    | .....                   | 42                      |  |
|     | (e) Others .....   | 136    | 224    | .....                   | 88                      |  |
| 17  | Oils—  |        |        |                         |                         |  |
|     | (1) Kerosine .....   | 8,523  | 10,565 | .....                   | 2,042                   |  |
|     | (2) Castor .....   | 13     | 21     | .....                   | 8                       |  |
|     | (3) Coconut .....  | 126    | 166    | .....                   | 40                      |  |
|     | (4) Mustard and rape .....   | 192    | 439    | .....                   | 247                     |  |
|     | (5) Others .....   | 38     | 72     | .....                   | 39                      |  |
| 18  | Oilseeds—  |        |        |                         |                         |  |
|     | (1) Castor .....   | 15     | 14     | .....                   | .....                   |  |
|     | (2) Earthnuts .....  | .....  | .....  | .....                   | .....                   |  |
|     | (3) Linseed .....  | 4,713  | 1,629  | 3,084                   | .....                   |  |
|     | (4) Poppy .....  | .....  | .....  | .....                   | .....                   |  |
|     | (5) Rape and mustard .....   | 6,349  | 3,148  | 3,207                   | .....                   |  |
|     | (6) Til or linjil .....  | 12     | .....  | .....                   | .....                   |  |
|     | (7) Others .....   | 62     | 36     | .....                   | .....                   |  |
| 19  | Opium .....  | 8      | 1      | .....                   | .....                   |  |
| 20  | Paper and paste-board .....  | 674    | 519    | 155                     | .....                   |  |
| 21  | Provisions—  |        |        |                         |                         |  |
|     | (1) Dried fruits and nuts .....  | 3      | .....  | .....                   | .....                   |  |
|     | (2) Ghee .....   | 48     | 51     | .....                   | 3                       |  |
|     | (3) Others .....   | 1,135  | 1,426  | .....                   | 291                     |  |

| No. | STAPLES.   | 1902.   | 1901.   | Increase<br>in<br>1902. | Decrease<br>in<br>1902. | EXPLANATIONS OF FLUCTUATIONS BY<br>TRAFFIC SUPERINTENDENT. |
|-----|--|---------|---------|-------------------------|-------------------------|--|
|     |  | Tons.   | Tons.   | Tons.                   | Tons.                   |  |
| 23  | Railway Plant, &c., for the Public and Foreign Railways—       |         |         |                         |                         |  |
|     | (1) Locomotive engines and tenders and parts thereof.          | 59      | .....   | 59                      | .....                   |  |
|     | (2) Carriages and trucks and parts thereof                     | .....   | .....   | .....                   | .....                   |  |
|     | (3) Materials—   |         |         |                         |                         |  |
|     | (a) Steel rails and fish-plates ... ..                         | 100     | .....   | 100                     | .....                   |  |
|     | (b) Sleepers and keys of steel and cast-iron.                  | 305     | 2,756   | .....                   | 2,451                   |  |
|     | (c) Others ... ..  | 203     | 119     | 84                      | .....                   |  |
| 24  | Salt ... ..  | 5,712   | 7,627   | .....                   | 1,915                   |  |
| 25  | Saltpetre and other saline substances—                         |         |         |                         |                         |  |
|     | (1) Saltpetre ... ..   | 4       | 5       | .....                   | 1                       |  |
|     | (2) Other saline substances ... ..                             | 92      | 153     | .....                   | 61                      |  |
| 26  | Silk—  |         |         |                         |                         |  |
|     | (1) Raw—   |         |         |                         |                         |  |
|     | (a) Foreign ... ..   | .....   | .....   | .....                   | .....                   |  |
|     | (b) Indian ... ..  | 56      | 29      | 27                      | .....                   |  |
|     | (2) Piece-goods—   |         |         |                         |                         |  |
|     | (a) Foreign ... ..   | .....   | .....   | .....                   | .....                   |  |
|     | (b) Indian ... ..  | .....   | .....   | .....                   | .....                   |  |
| 27  | Spices—  |         |         |                         |                         |  |
|     | (1) Betelnuts ... ..   | 958     | 918     | 37                      | .....                   |  |
|     | (2) Cardamoms ... ..   | 20      | 25      | .....                   | 5                       |  |
|     | (3) Chillies ... ..  | 213     | 287     | .....                   | 74                      |  |
|     | (4) Ginger ... ..  | 103     | 211     | .....                   | 108                     |  |
|     | (5) Pepper ... ..  | 27      | 23      | 4                       | .....                   |  |
|     | (6) Others ... ..  | 126     | 321     | .....                   | 195                     |  |
| 28  | Stone and lime ... ..  | 1,888   | 3,466   | .....                   | 1,578                   |  |
| 29  | Sugar—   |         |         |                         |                         |  |
|     | (1) Refined or crystallized, including sugar-candy.            | 544     | 780     | .....                   | 236                     |  |
|     | (2) Unrefined—   |         |         |                         |                         |  |
|     | (a) Sugar ... ..   | 501     | 842     | .....                   | 341                     |  |
|     | (b) Gur, rab, jaggery, molasses, and other saccharine produce. | 797     | 1,567   | .....                   | 770                     |  |
| 30  | Tea—   |         |         |                         |                         |  |
|     | (1) Foreign ... ..   | .....   | .....   | .....                   | .....                   |  |
|     | (2) Indian ... ..  | 1,231   | 775     | 456                     | .....                   |  |
| 31  | Tobacco—   |         |         |                         |                         |  |
|     | (1) Unmanufactured ... ..                                      | 4,450   | 3,960   | 490                     | .....                   |  |
|     | (2) Manufactured—  |         |         |                         |                         |  |
|     | (a) Cigars ... ..  | .....   | .....   | .....                   | .....                   |  |
|     | (b) Other sorts ... ..   | 28      | 21      | 7                       | .....                   |  |
| 32  | Wood—  |         |         |                         |                         |  |
|     | (1) Timber, unwrought ... ..                                   | 711     | 1,068   | .....                   | 357                     |  |
|     | (2) Manufactures ... ..  | 157     | 206     | .....                   | 49                      |  |
| 33  | Wool—  |         |         |                         |                         |  |
|     | (1) Raw ... ..   | 97      | 238     | .....                   | 141                     |  |
|     | (2) Manufactured—  |         |         |                         |                         |  |
|     | (a) Carpets and rugs ... ..                                    | .....   | .....   | .....                   | .....                   |  |
|     | (b) Piece-goods, European ... ..                               | .....   | .....   | .....                   | .....                   |  |
|     | (c) Ditto, Indian ... ..                                       | 3       | 12      | .....                   | 9                       |  |
|     | (d) Other sorts of manufactures ... ..                         | .....   | .....   | .....                   | .....                   |  |
| 34  | All other articles of merchandise ... ..                       | 6,838   | 8,314   | .....                   | 1,476                   |  |
|     | Total ... ..   | 115,495 | 123,421 | 19,153                  | 27,079                  |  |

CALCUTTA, the 1st September 1902.

HARPRASAD DAR,  
for Examiner of Accounts, E. B. S. Railway.

## Weekly Return of Traffic Receipts on Indian Railways.

## EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 23rd August 1902 on 1,913.49 miles open.

|  | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |                | Other earnings (estimated). | Total earnings.   | TRAFFIC TRAIN-MILES RUN. |              |            |
|--|-----------------------|--------------------|----------------------------------|----------------|-----------------------------|-------------------|--------------------------|--------------|------------|
|  | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.      |                             |                   | Coaching.                | Merchandise. | Total.     |
|  |                       | Rs. A. P.          | Mds. S.                          | Rs. A. P.      | Rs. A. P.                   | Rs. A. P.         |                          |              |            |
| Total traffic for the week ...                           | 358,388               | 3,33,919 2 0       | 41,12,667 20                     | 6,68,173 3 0   | 19,122 0 0                  | 10,21,214 5 0     | 109,821                  | 169,756      | 279,577    |
| Or per mile of railway ...                               | 174 8 1               | 174 8 1            | 21 3 1                           | 349 3 1        | 9 15 11                     | 533 11 1          | 56                       | 87           | 143        |
| For previous 6½ weeks of half-year.                      | 2,582,686*            | 24,60,040 15 0*    | 8,00,02,280 30†                  | 51,34,878 3 0† | 1,42,709 0 0†               | 77,37,637 2 0     | 734,973‡                 | 1,160,909‡   | 1,895,882‡ |
| Total for 6½ weeks ...                                   | 2,936,074             | 27,93,969 1 0      | 8,41,14,948 10                   | 58,03,051 6 0  | 1,61,831 0 0                | 87,58,851 7 0     | 844,794                  | 1,319,725    | 2,164,519  |
| COMPARISON.  |                       |                    |                                  |                |                             |                   |                          |              |            |
| Total for corresponding week of previous year.           | 358,115               | 3,35,887 11 5      | 44,31,864 30                     | 8,01,862 7 9   | 21,047 0 9                  | 11,58,797 3 11    | 105,486‡                 | 184,183‡     | 289,669‡   |
| Per mile of railway corresponding week of previous year. | 182 11 10             | 182 11 10          | 21 3 1                           | 436 4 2        | 11 7 3                      | 630 7 3           | 56                       | 87           | 143        |
| Total for corresponding 7½ weeks of previous year.       | 18,131,738‡           | 32,91,430 11 2     | 4,10,91,434 0                    | 73,30,221 10 9 | 1,57,086 4 11               | 1,07,78,738 10 10 | 859,267‡                 | 1,624,308‡   | 2,483,575‡ |

(a) The decrease is chiefly in coal.

\* Added No. of passengers 2,110 and deducted Rs. 3,902 On account of difference between the approximate and audited figures for the week ended 19th July 1902.

† Do. Mds. 2,34,000 and Rs. 25,252

‡ Audited figures up to 19th July 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period.                  | Coaching Traffic.  |           | Merchandise and Mineral Traffic. |           | Other earnings. | Total.    | Per mile of Railway. | Train mileage. | Rate.     |
|---------------|--------------------------|--------------------|-----------|----------------------------------|-----------|-----------------|-----------|----------------------|----------------|-----------|
|               |                          | No. of Passengers. | Rs.       | Mds.                             | Rs.       | Rs.             | Rs.       | Rs.                  | No.            | Rs. A. P. |
| * 1,913.49    | 12 days of July ...      | 716,603            | 6,65,787  | 86,38,982                        | 14,63,289 | 31,611          | 21,60,687 | 1,129                | 509,575        | 4 1       |
| * 1,913.49    | Week ended 19th July ... | 441,138            | 3,78,481  | 47,42,891                        | 8,02,446  | 16,685          | 11,97,612 | 626                  | 288,531        | 4 1       |
| 1,913.49      | " " 26th " ...           | 369,578            | 3,75,199  | 42,41,383                        | 7,30,928  | 29,483          | 11,35,610 | 593                  | 273,960        | 4 1       |
| 1,913.49      | " " 2nd August ...       | 346,160            | 3,47,770  | 41,34,650                        | 7,14,228  | 22,745          | 10,84,743 | 567                  | 254,300        | 3 11      |
| * 1,913.49    | " " 9th " ...            | 351,528            | 3,46,767  | 40,99,290                        | 7,13,080  | 22,546          | 10,82,393 | 566                  | 272,008        | 3 11      |
| 1,913.49      | " " 16th " ...           | 367,679            | 3,46,046  | 41,15,085                        | 7,10,308  | 19,639          | 10,76,693 | 563                  | 266,568        | 4 1       |
| 1,913.49      | " " 23rd " ...           | 358,388            | 3,33,919  | 41,12,667                        | 6,68,173  | 19,122          | 10,21,214 | 534                  | 269,577        | 3 11      |
|               | Totals up to date ...    | 2,936,074          | 27,93,969 | 8,41,14,948                      | 58,03,052 | 1,61,831        | 87,58,852 | 593                  | 2,164,519      | 4 1       |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

|          |                          |           |           |             |           |          |             |       |           |           |
|----------|--------------------------|-----------|-----------|-------------|-----------|----------|-------------|-------|-----------|-----------|
| 1,837.46 | 13 days of July ...      | 707,203   | 7,62,573  | 1,04,38,391 | 18,92,791 | 31,056   | 26,89,400   | 1,464 | 586,902   | Rs. A. P. |
| 1,837.79 | Week ended 20th July ... | 385,819   | 3,75,644  | 54,41,787   | 9,82,245  | 19,452   | 13,77,344   | 749   | 325,917   | 4 1       |
| 1,838.04 | " " 27th " ...           | 436,037   | 4,34,998  | 50,18,440   | 9,75,870  | 20,231   | 14,51,099   | 779   | 325,516   | 4 1       |
| 1,838.04 | " " 3rd August ...       | 427,584   | 4,36,766  | 52,95,540   | 9,67,492  | 19,932   | 14,74,210   | 743   | 319,146   | 4 1       |
| 1,838.04 | " " 10th " ...           | 418,883   | 4,53,909  | 53,28,299   | 8,91,256  | 20,579   | 13,65,744   | 698   | 301,468   | 4 1       |
| 1,838.04 | " " 17th " ...           | 398,098   | 4,41,653  | 51,37,112   | 8,18,702  | 21,789   | 12,82,144   | 639   | 289,670   | 4 1       |
| 1,838.04 | " " 24th " ...           | 398,115   | 3,35,888  | 44,31,865   | 8,01,862  | 21,047   | 11,58,797   | 630   | 289,670   | 4 1       |
|          | Totals up to date ...    | 8,131,739 | 32,91,431 | 4,10,91,434 | 73,30,221 | 1,57,086 | 1,07,78,738 | 746   | 2,483,536 | 4 1       |

\* Audited figures.

## TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 23rd August 1902 on 22.23 miles open.

|  | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |             | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|--|--------------------|--------------------|----------------------------------|-------------|-----------------------------|-----------------|--------------------------|--------------|--------|
|  | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts.   |                             |                 | Coaching.                | Merchandise. | Total. |
|  |                    | Rs. A. P.          | Mds. S.                          | Rs. A. P.   | Rs. A. P.                   | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                           | 17,986             | 4,167 0 0          | 21,378 20                        | 581 7 9     | 6 0 0                       | 4,754 7 0       | 1,046                    | 142          | 1,188  |
| Or per mile of railway ...                               | 187 7 2            | 187 7 2            | 21 3 1                           | 26 8 6      | 0 4 4                       | 213 14 0        | 47                       | 64           | 111    |
| For previous 6½ weeks of half-year                       | 148,786*           | 35,675 14 0*       | 1,45,341 20†                     | 3,924 12 0† | 47 0 0‡                     | 39,647 10 0     | 7,205‡                   | 849‡         | 8,054‡ |
| Total for 7½ weeks ...                                   | 166,774            | 39,842 14 0        | 1,66,739 0                       | 4,506 3 0   | 53 0 0                      | 44,402 1 0      | 8,249                    | 991          | 9,240  |
| COMPARISON.  |                    |                    |                                  |             |                             |                 |                          |              |        |
| Total for corresponding week of previous year.           | 18,080‡            | 3,900 11 0         | 8,840 20                         | 291 0 0     | 6 6 3                       | 4,198 1 3       | 1,150                    | 33           | 1,183  |
| Per mile of railway corresponding week of previous year. | 175 7 6            | 175 7 6            | 21 3 1                           | 13 1 6      | 0 4 7                       | 188 13 7        | 47                       | 64           | 111    |
| Total for corresponding 7½ weeks of previous year.       | 174,500            | 39,484 12 8        | 62,133 20                        | 2,476 3 0   | 61 12 3                     | 42,021 11 11    | 8,909                    | 507          | 9,416  |

\* Added No. of passengers 1,226

† Deducted Mds. 1,675

‡ Added

§ Audited figures up to 19th July 1902.

and Rs. 305 and " 11 and " 3

on account of difference between the approximate and audited figures for the week ended 19th July 1902.



TARKESSUR BRANCH RAILWAY—concluded.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period.              | Coaching Traffic.  |        | Merchandise and Mineral Traffic. |       | Other earnings. | Total. | Per mile of railway. | Train mileage. |                 |
|---------------|----------------------|--------------------|--------|----------------------------------|-------|-----------------|--------|----------------------|----------------|-----------------|
|               |                      | No. of passengers. | Rs.    | Mds.                             | Rs.   | Rs.             | Rs.    | Rs.                  | No.            | Rate. Rs. A. P. |
| *22-23        | 12 days of July      | 40,661             | 10,019 | 72,607                           | 1,575 | 10              | 11,604 | 522                  | 2,068          | 6 9 9           |
| *22-23        | Week ended 19th July | 31,657             | 6,929  | 10,687                           | 403   | 10              | 7,342  | 330                  | 1,232          | 5 15 4          |
| 22-23         | " " 29th "           | 21,627             | 5,123  | 13,638                           | 371   | 8               | 5,502  | 247                  | 1,188          | 4 10 1          |
| 22-23         | " " 2nd August       | 17,793             | 4,097  | 15,096                           | 363   | 7               | 4,467  | 201                  | 1,188          | 3 12 2          |
| 22-23         | " " 9th "            | 19,044             | 4,717  | 17,069                           | 909   | 7               | 5,633  | 253                  | 1,188          | 4 11 10         |
| 22-23         | " " 16th "           | 18,606             | 4,791  | 16,245                           | 304   | 5               | 5,160  | 229                  | 1,188          | 4 4 8           |
| 22-23         | " " 23rd "           | *17,986            | 4,167  | 21,378                           | 581   | 6               | 4,754  | 214                  | 1,188          | 4 0 0           |
|               | Totals up to date    | 166,774            | 39,843 | 1,66,720                         | 4,506 | 43              | 44,402 | 259                  | 9,240          | 4 12 11         |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

|       |                      | No. of passengers. | Rs.    | Mds.   | Rs.   | Rs. | Rs.    | Rs. | No.   | Rate. Rs. A. P. |
|-------|----------------------|--------------------|--------|--------|-------|-----|--------|-----|-------|-----------------|
| 22-23 | 13 days of July      | 41,358             | 9,910  | 20,302 | 785   | 18  | 10,714 | 482 | 2,244 | 4 12 5          |
| 22-23 | Week ended 20th July | 19,522             | 4,535  | 5,910  | 267   | 8   | 4,808  | 216 | 1,188 | 4 0 9           |
| 22-23 | " " 27th "           | 30,403             | 6,411  | 7,351  | 319   | 6   | 727    | 303 | 1,232 | 5 7 4           |
| 22-23 | " " 3rd August       | 24,864             | 5,489  | 5,586  | 234   | 5   | 5,723  | 258 | 1,188 | 4 13 2          |
| 22-23 | " " 10th "           | 21,089             | 4,807  | 6,037  | 312   | 10  | 5,129  | 231 | 1,188 | 4 5 1           |
| 22-23 | " " 17th "           | 19,154             | 4,434  | 7,207  | 276   | 8   | 4,718  | 212 | 1,188 | 3 15 7          |
| 22-23 | " " 24th "           | 18,080             | 3,901  | 8,841  | 291   | 6   | 4,198  | 189 | 1,188 | 3 8 6           |
|       | Totals up to date    | 174,500            | 39,485 | 62,134 | 2,476 | 61  | 42,022 | 241 | 9,416 | 4 7 5           |

\* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 23rd August 1902, on 162.24 miles open.

|  | COACHING TRAFFIC.  |                       | MERCHANDISE AND MINERAL TRAFFIC. |                     | Other earnings (estimated). | Total earnings.       | TRAFFIC TRAIN-MILES RUN. |              |         |
|--|--------------------|-----------------------|----------------------------------|---------------------|-----------------------------|-----------------------|--------------------------|--------------|---------|
|  | No. of Passengers. | Coaching Receipts.    | Weight carried.                  | Receipts.           |                             |                       | Coaching.                | Merchandise. | Total.  |
| Total traffic for the week                               | 19,463             | Rs. A. P. 16,862 10 0 | Mds. S. 76,179 20                | Rs. A. P. 8,196 1 0 | Rs. A. P. 42 0 0            | Rs. A. P. 26,100 11 0 | 8,343                    | 4,627        | 12,970  |
| Per mile of railway                                      | 151,894*           | 105 14 11             | ...                              | 60 8 4              | 0 4 2                       | 154 11 5              | ...                      | ...          | ...     |
| For previous 6½ weeks of half-year                       | 151,894*           | 1,24,211 4 0*         | 10,36,636 10†                    | 67,912 7 0†         | 511 0 0‡                    | 1,22,434 11 0         | 56,929§                  | 31,890§      | 88,749  |
| Total for 7½ weeks                                       | 171,347            | 1,41,073 14 0         | 11,12,815 30                     | 76,108 8 0          | 353 0 0                     | 2,17,533 6 0          | 65,272                   | 36,447       | 101,719 |
| COMPARISON.  |                    |                       |                                  |                     |                             |                       |                          |              |         |
| Total for corresponding week of previous year.           | 20,409‡            | 15,220 8 9            | 61,950 0                         | 16,682 4 0          | 33 6 6                      | 25,946 3 3            | 7,773‡                   | 3,229        | 11,002‡ |
| Per mile of railway corresponding week of previous year. | ...                | 93 14 0               | ...                              | 65 13 6             | 0 3 4                       | 159 14 10             | ...                      | ...          | ...     |
| Total for corresponding 7½ weeks of previous year.       | 170,942            | 1,42,865 0 8          | 9,47,014 20                      | 92,041 9 7          | 349 2 0                     | 2,35,255 12 2         | 68,276                   | 27,943       | 91,219  |

\* Deducted No. of passengers 399 and Rs. 407  
† Added maunds 4,65,292 and " 6,296 } On account of difference between the approximate and audited figures for the week ended 19th July 1902.  
‡ Deducted " 12  
§ Audited figures up to 19th July 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period.           | Coaching Traffic.     |          | Merchandise and Mineral Traffic. |        | Other earnings. | Total.   | Per mile of railway. | Train mileage. |                 |
|---------------|-------------------|-----------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|----------------|-----------------|
|               |                   | Number of Passengers. | Rs.      | Mds.                             | Rs.    | Rs.             | Rs.      | Rs.                  | No.            | Rate. Rs. A. P. |
| *162-24       | 12 days of July   | 40,898                | 32,091   | 1,44,494                         | 19,647 | 93              | 51,831   | 319                  | 22,783         | 2 4 5           |
| *162-24       | Week ended 19th " | 26,411                | 17,962   | 5,62,416                         | 15,264 | 42              | 33,272   | 205                  | 13,707         | 2 6 10          |
| 162-24        | " " 26th "        | 26,020                | 19,806   | 93,854                           | 7,900  | 47              | 27,753   | 171                  | 12,928         | 2 2 4           |
| 162-24        | " " 2nd Aug.      | 20,064                | 19,074   | 84,678                           | 8,006  | 41              | 27,211   | 167                  | 13,123         | 2 1 2           |
| 162-24        | " " 9th "         | 21,855                | 17,892   | 77,219                           | 9,649  | 45              | 27,586   | 170                  | 13,276         | 2 1 3           |
| 162-24        | " " 16th "        | 20,646                | 17,356   | 59,975                           | 7,353  | 43              | 24,782   | 153                  | 12,932         | 1 14 8          |
| 162-24        | " " 23rd "        | 19,463                | 16,863   | 76,180                           | 8,196  | 42              | 25,101   | 155                  | 12,970         | 1 15 0          |
|               | Totals up to date | 171,347               | 1,41,074 | 11,12,816                        | 76,109 | 353             | 2,17,536 | 174                  | 101,719        | 2 2 3           |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

|        |                   | Number of Passengers. | Rs.      | Mds.     | Rs.    | Rs. | Rs.      | Rs. | No.    | Rate. Rs. A. P. |
|--------|-------------------|-----------------------|----------|----------|--------|-----|----------|-----|--------|-----------------|
| 162-24 | 13 days of July   | 41,383                | 31,192   | 3,15,809 | 30,744 | 82  | 62,018   | 332 | 21,945 | 2 13 3          |
| 162-24 | Week ended 20th " | 23,979                | 17,801   | 88,131   | 10,705 | 49  | 28,555   | 176 | 11,711 | 2 7 0           |
| 162-24 | " " 27th "        | 22,024                | 18,927   | 85,877   | 10,092 | 43  | 29,062   | 179 | 11,234 | 2 9 5           |
| 162-24 | " " 3rd Aug.      | 21,632                | 22,416   | 94,562   | 11,812 | 60  | 34,288   | 211 | 11,363 | 3 0 2           |
| 162-24 | " " 10th "        | 21,557                | 19,325   | 1,98,344 | 11,540 | 34  | 30,799   | 190 | 11,800 | 2 9 7           |
| 162-24 | " " 17th "        | 19,937                | 18,073   | 1,02,422 | 6,469  | 48  | 24,567   | 162 | 12,104 | 2 0 6           |
| 162-24 | " " 24th "        | 20,400                | 16,231   | 61,930   | 10,682 | 33  | 25,946   | 160 | 11,002 | 2 5 9           |
|        | Totals up to date | 170,942               | 1,42,865 | 9,47,015 | 92,041 | 349 | 2,35,255 | 188 | 91,219 | 2 9 3           |

\* Audited figures.



## SOUTH BEHAR RAILWAY.

*Approximate Return of Traffic for week ended 23rd August 1902, on 78·76 miles open.*

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |              | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|-----------------------|--------------------|----------------------------------|--------------|-----------------------------|-----------------|--------------------------|--------------|---------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.    |                             |                 | Coaching.                | Merchandise. | Total.  |
|   |                       | Rs. A. P.          | Mds. s.                          | Rs. A. P.    | Rs. A. P.                   | Rs. A. P.       |                          |              |         |
| Total traffic for the week ...                              | 9,138                 | 5,760 0 0          | 29,473 10                        | 1,923 4 0    | 26 0 0                      | 7,709 4 0       | 1,979                    | 469          | 2,448   |
| Or per mile of railway ...                                  | 77,448*               | 42,176 1 0*        | 2,51,802 20†                     | 15,037 11 0† | 154 0 0‡                    | 57,367 12 0     | 13,111§                  | 5,868§       | 18,979  |
| For previous 6½ weeks of half-year                          |                       |                    |                                  |              |                             |                 |                          |              |         |
| Total for 7½ weeks ...                                      | 86,586                | 47,936 1 0         | 2,81,276 30                      | 16,960 15 0  | 180 0 0                     | 65,077 0 0      | 15,090                   | 6,337        | 21,427  |
| COMPARISON.   |                       |                    |                                  |              |                             |                 |                          |              |         |
| Total for corresponding week of previous year ...           | 11,546                | 6,211 13 7         | 35,066 10                        | 2,906 8 0    | 19 8 0                      | 9,137 13 7      | 2,119                    | 1,188½       | 3,307½  |
| Per mile of railway corresponding week of previous year ... | ...                   | 78 13 11           | ...                              | 36 14 5      | 0 4 0                       | 116 0 4         | ...                      | ...          | ...     |
| Total for corresponding 7½ weeks of previous year ...       | 152,252               | 69,450 12 6        | 3,61,123 30                      | 24,584 3 0   | 138 11 6                    | 94,173 11 0     | 16,150                   | 9,916½       | 26,066½ |

\* Added No. of passengers 687 and deducted Rs. 56 } On account of difference between the approximate and audited figures for the week ended 19th July 1902.  
 † Deducted maunds 5,426 and added .. 364 }  
 ‡ Do. .. 10 }  
 § Audited figures up to 19th July 1902.

1902.

*Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.*

| Open mileage. | Period.               | Coaching Traffic.     |        | Merchandise and Mineral Traffic. |        | Other earnings. | Total. | Per mile of railway. | Train mileage. |                 |
|---------------|-----------------------|-----------------------|--------|----------------------------------|--------|-----------------|--------|----------------------|----------------|-----------------|
|               |                       | Number of passengers. | Rs.    | Mds.                             | Rs.    | Rs.             | Rs.    | Rs.                  | No.            | Rate. Rs. A. P. |
| 78·76         | 12 days of July ...   | 23,554                | 12,210 | 70,897                           | 4,578  | 47              | 16,288 | 214                  | 4,961          | 3 6 3           |
| 78·76         | Week ended 19th ..    | 12,311                | 6,581  | 33,422                           | 2,135  | 8               | 8,724  | 111                  | 2,678          | 3 4 1           |
| 78·76         | " " 26th ..           | 11,195                | 6,518  | 46,118                           | 2,351  | 21              | 8,759  | 112                  | 2,756          | 3 3 0           |
| 78·76         | " " 2nd Aug. ...      | 10,414                | 5,543  | 33,613                           | 2,183  | 28              | 7,759  | 98                   | 2,914          | 2 10 7          |
| 78·76         | " " 9th ..            | 10,236                | 5,775  | 31,648                           | 1,846  | 30              | 7,651  | 97                   | 2,835          | 2 11 2          |
| 78·76         | " " 16th ..           | 9,738                 | 5,549  | 36,105                           | 2,045  | 27              | 7,621  | 97                   | 2,835          | 2 11 0          |
| 78·76         | " " 23rd ..           | 9,138                 | 5,760  | 29,473                           | 1,923  | 26              | 7,709  | 98                   | 2,448          | 3 2 5           |
|               | Totals up to date ... | 86,586                | 47,936 | 2,81,276                         | 16,961 | 180             | 65,077 | 107                  | 21,427         | 3 0 7           |

*Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.*

1901.

|       |                       |                    |        |          |        |     |        |     |        |                 |
|-------|-----------------------|--------------------|--------|----------|--------|-----|--------|-----|--------|-----------------|
|       |                       | No. of Passengers. | Rs.    | Mds.     | Rs.    | Rs. | Rs.    | Rs. | No.    | Rate. Rs. A. P. |
| 78·76 | 13 days of July ...   | 20,350             | 10,058 | 87,747   | 6,177  | 24  | 16,259 | 206 | 6,143  | 2 10 4          |
| 78·76 | Week ended 20th ..    | 12,359             | 5,805  | 50,236   | 3,121  | 8   | 8,904  | 114 | 3,307  | 2 11 6          |
| 78·76 | " " 27th ..           | 19,997             | 8,083  | 49,002   | 2,883  | 18  | 10,984 | 139 | 3,308  | 3 5 2           |
| 78·76 | " " 3rd Aug. ...      | 32,988             | 13,656 | 51,006   | 3,215  | 14  | 16,885 | 214 | 3,386  | 4 15 9          |
| 78·76 | " " 10th ..           | 31,642             | 13,849 | 49,144   | 3,542  | 34  | 17,425 | 221 | 3,307  | 5 4 3           |
| 78·76 | " " 17th ..           | 23,221             | 11,728 | 38,833   | 2,740  | 21  | 14,489 | 184 | 3,308  | 4 6 7           |
| 78·76 | " " 24th ..           | 11,546             | 6,212  | 35,066   | 2,906  | 20  | 9,138  | 116 | 3,307  | 2 12 2          |
|       | Totals up to date ... | 152,252            | 69,451 | 3,61,124 | 24,584 | 139 | 94,174 | 152 | 26,066 | 3 9 10          |

\* Audited figures.

## BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

*Approximate Return of Traffic and Mileage for the week ended 23rd August 1902 on 139 miles open.*

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                 |                 | Coaching.                | Merchandise. | Total. |
|   |                       | Rs. A. P.          | Mds. s.                          | Rs. A. P.  | Rs. A. P.       | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 29,023                | 12,284 0 0         | 90,975 0                         | 10,430 0 0 | 51 0 0          | 22,765 0 0      | 3,566                    | 3,605        | 7,171  |
| Or per mile of railway ...                                  | 223                   | 94 0 0*            | 654 0                            | 75 0 0     | .....           | 169 0 0         | .....                    | .....        | .....  |
| For previous 7 weeks of half-year                           | 239,957               | 96,098 0 0         | 3,50,709 0                       | 36,643 0 0 | 751 0 0         | 1,34,092 0 0    | 22,510                   | 10,339       | 41,849 |
| Total for 8 weeks ...                                       | 268,980               | 1,08,982 0 0       | 4,41,744 0                       | 47,073 0 0 | 802 0 0         | 1,36,857 0 0    | 26,076                   | 22,944       | 49,020 |
| COMPARISON.   |                       |                    |                                  |            |                 |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 30,182                | 12,836 0 0         | 1,52,507 0                       | 17,809 0 0 | 290 0 0         | 30,495 0 0      | 2,890                    | 6,384        | 9,274  |
| Per mile of railway corresponding week of previous year ... | 223                   | 95 0 0             | 1,097 0                          | 128 0 0    | 2 0 0           | 225 0 0         | .....                    | .....        | .....  |
| Total to corresponding date of previous year ...            | 284,400               | 1,04,739 0 0       | 7,62,123 0                       | 82,630 0 0 | 27,189 0 0      | 2,14,578 0 0    | 24,961                   | 32,127       | 57,088 |

\* Coaching traffic calculated on 139 miles only.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA, AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 23rd August 1902 on 861 miles open.

|   | COACHING TRAFFIC.  |                      | MERCHANDISE AND MINERAL TRAFFIC. |                        | Other earnings (including ferry). | Total earnings.        | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|--------------------|----------------------|----------------------------------|------------------------|-----------------------------------|------------------------|--------------------------|--------------|---------|
|   | No. of passengers. | Coaching receipts.   | Weight carried.                  | Receipts.              |                                   |                        | Coaching.                | Merchandise. | Total.  |
| Total traffic for the week ...                              | 207,460            | Rs. A. P. 89,790 0 0 | Mds. S. 10,81,590 0              | Rs. A. P. 2,50,160 0 0 | Rs. A. P. 11,190 0 0              | Rs. A. P. 3,51,140 0 0 | 37,902                   | 41,644       | 79,546  |
| Or per mile of railway ...                                  | 241                | 104 0 0              | 1,256 0                          | 291 0 0                | 1 0 0*                            | 396 0 0*               | ...                      | ...          | ...     |
| For previous 7 weeks of half-year ...                       | 1,488,990          | 6,96,840 0 0         | 56,80,690 0                      | 10,08,880 0 0          | 82,740 0 0                        | 17,87,960 0 0          | 254,662                  | 242,774      | 497,336 |
| Total for 8 weeks ...                                       | 1,696,450          | 7,86,630 0 0         | 67,62,280 0                      | 12,58,540 0 0          | 93,930 0 0                        | 21,39,100 0 0          | 292,464                  | 284,418      | 576,882 |
| COMPARISON.   |                    |                      |                                  |                        |                                   |                        |                          |              |         |
| Total for corresponding week of previous year ...           | 161,182            | 81,377 0 0           | 10,61,505 0                      | 2,35,399 0 0           | 11,629 0 0                        | 3,28,405 0 0           | 36,657                   | 45,933       | 82,590  |
| Per mile of railway corresponding week of previous year ... | 189                | 95 0 0               | 1,243 0                          | 276 0 0                | 1 0 0                             | 372 0 0                | ...                      | ...          | ...     |
| Total to corresponding date of previous year ...            | 1,703,153          | 7,38,888 0 0         | 72,40,966 0                      | 12,22,378 0 0          | 1,11,300 0 0                      | 20,72,566 0 0          | 290,323                  | 306,031      | 596,354 |

\* Excluding ferry earnings.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 23rd August 1902 on 59.19 miles open.

|   | COACHING TRAFFIC.  |                     | MERCHANDISE AND MINERAL TRAFFIC. |                     | Other earnings (including ferry). | Total earnings.     | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|---------------------|----------------------------------|---------------------|-----------------------------------|---------------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts.  | Weight carried.                  | Receipts.           |                                   |                     | Coaching.                | Merchandise. | Total. |
| Total traffic for the week ...                              | 6,380              | Rs. A. P. 1,830 0 0 | Mds. S. 46,100 0                 | Rs. A. P. 4,870 0 0 | Rs. A. P. 20 0 0                  | Rs. A. P. 6,730 0 0 | 1,078                    | 1,052        | 2,130  |
| Or per mile of railway ...                                  | 106                | 31 0 0              | 779 0                            | 82 0 0              | 1 0 0                             | 114 0 0             | ...                      | ...          | ...    |
| For previous 7 weeks of half-year ...                       | 44,830             | 13,550 0 0          | 1,72,670 0                       | 16,960 0 0          | 350 0 0                           | 29,860 0 0          | 7,446                    | 7,230        | 14,676 |
| Total for 8 weeks ...                                       | 51,110             | 15,380 0 0          | 2,18,770 0                       | 20,830 0 0          | 370 0 0                           | 36,580 0 0          | 8,524                    | 8,312        | 16,836 |
| COMPARISON.   |                    |                     |                                  |                     |                                   |                     |                          |              |        |
| Total for corresponding week of previous year ...           | 6,696              | 1,738 0 0           | 38,654 0                         | 4,560 0 0           | 18 0 0                            | 6,325 0 0           | 787                      | 1,013        | 1,800  |
| Per mile of railway corresponding week of previous year ... | 113                | 30 0 0              | 655 0                            | 77 0 0              | .....                             | 107 0 0             | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 49,443             | 13,633 0 0          | 1,99,136 0                       | 19,740 0 0          | 160 0 0                           | 33,542 0 0          | 6,823                    | 10,772       | 17,595 |

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 23rd August 1902 on 53.37 miles open.

|   | COACHING TRAFFIC.  |                     | MERCHANDISE AND MINERAL TRAFFIC. |                     | Other earnings (including ferry). | Total earnings.     | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|---------------------|----------------------------------|---------------------|-----------------------------------|---------------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts.  | Weight carried.                  | Receipts.           |                                   |                     | Coaching.                | Merchandise. | Total. |
| Total traffic for the week ...                              | 8,010              | Rs. A. P. 2,130 0 0 | Mds. S. 25,430 0                 | Rs. A. P. 1,210 0 0 | Rs. A. P. 30 0 0                  | Rs. A. P. 3,370 0 0 | 1,104                    | 1,030        | 2,134  |
| Or per mile of railway ...                                  | 150                | 40 0 0              | 476 0                            | 22 0 0              | 1 0 0                             | 63 0 0              | ...                      | ...          | ...    |
| For previous 7 weeks of half-year ...                       | 52,520             | 14,450 0 0          | 1,10,870 0                       | 4,710 0 0           | 170 0 0                           | 19,330 0 0          | 8,069                    | 5,972        | 14,041 |
| Total for 8 weeks ...                                       | 60,530             | 16,580 0 0          | 1,36,300 0                       | 5,920 0 0           | 200 0 0                           | 22,700 0 0          | 9,173                    | 7,002        | 16,175 |
| COMPARISON.   |                    |                     |                                  |                     |                                   |                     |                          |              |        |
| Total for corresponding week of previous year ...           | 7,507              | 1,918 0 0           | 18,157 0                         | 836 0 0             | 30 0 0                            | 2,784 0 0           | 1,020                    | 745          | 1,765  |
| Per mile of railway corresponding week of previous year ... | 141                | 36 0 0              | 340 0                            | 15 0 0              | 1 0 0                             | 52 0 0              | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 59,240             | 15,577 0 0          | 85,558 0                         | 3,824 0 0           | 208 0 0                           | 19,609 0 0          | 8,703                    | 6,287        | 14,990 |

## DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 23rd August 1902 on 86 miles open.

|   | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|--------------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                 |                 | Coaching.                | Merchandise. | Total. |
|   |                    | Rs. A. P.          | Mds. S.                          | Rs. A. P.  | Rs. A. P.       | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 22,400             | 6,390 0 0          | 30,020 0                         | 2,460 0 0  | 80 0 0          | 8,930 0 0       | 2,828                    | 1,490        | 4,318  |
| Or per mile of railway ...                                  | 260                | 74 0 0             | 349 0                            | 29 0 0     | 1 0 0           | 104 0 0         | ...                      | ...          | ...    |
| For previous 7 weeks of half-year ...                       | 177,720            | 49,240 0 0         | 1,25,330 0                       | 10,590 0 0 | 1,580 0 0       | 61,410 0 0      | 19,354                   | 10,642       | 29,996 |
| Total for 8 weeks ...                                       | 200,120            | 55,630 0 0         | 1,55,350 0                       | 13,050 0 0 | 1,660 0 0       | 70,340 0 0      | 22,182                   | 12,132       | 34,314 |
| COMPARISON.   |                    |                    |                                  |            |                 |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 22,710             | 6,981 0 0          | 34,778 0                         | 3,514 0 0  | 64 0 0          | 10,559 0 0      | 2,865                    | 1,567        | 4,432  |
| Per mile of railway corresponding week of previous year ... | 264                | 81 0 0             | 404 0                            | 41 0 0     | 1 0 0           | 123 0 0         | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 191,358            | 55,021 0 0         | 2,13,587 0                       | 19,370 0 0 | 4,705 0 0       | 79,096 0 0      | 22,750                   | 15,172       | 37,922 |

## COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 23rd August 1902 on 33.78 miles open.

|   | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |           | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|--------------------|----------------------------------|-----------|-----------------------------------|-----------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts. |                                   |                 | Coaching.                | Merchandise. | Total. |
|   |                    | Rs. A. P.          | Mds. S.                          | Rs. A. P. | Rs. A. P.                         | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 2,420              | 930 0 0            | 9,490 0                          | 1,130 0 0 | 20 0 0                            | 2,080 0 0       | 248                      | 2,118        | 2,366  |
| Or per mile of railway ...                                  | 72                 | 28 0 0             | 281 0                            | 33 0 0    | 1 0 0                             | 62 0 0          | ...                      | ...          | ...    |
| For previous 7 weeks of half-year ...                       | 17,940             | 6,100 0 0          | 48,720 0                         | 6,210 0 0 | 120 0 0                           | 12,430 0 0      | 1,958                    | 13,626       | 15,584 |
| Total for 8 weeks ...                                       | 20,360             | 7,030 0 0          | 58,210 0                         | 7,340 0 0 | 140 0 0                           | 14,610 0 0      | 2,206                    | 15,744       | 17,950 |
| COMPARISON.   |                    |                    |                                  |           |                                   |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 1,944              | 905 0 0            | 6,657 0                          | 747 0 0   | 138 0 0                           | 1,790 0 0       | 218                      | 460          | 678    |
| Per mile of railway corresponding week of previous year ... | 58                 | 27 0 0             | 197 0                            | 22 0 0    | ...                               | 49 0 0          | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 15,806             | 6,001 0 0          | 51,630 0                         | 5,527 0 0 | 1,088 0 0                         | 12,616 0 0      | 1,777                    | 6,276        | 8,053  |

Ballast train-miles, 1,800.

## BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 23rd August 1902 on a 1,261 miles open.

|   | COACHING TRAFFIC.  |           | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN MILES RUN. |              |         |
|---|--------------------|-----------|----------------------------------|------------|---|-----------------|--------------------------|--------------|---------|
|   | No. of passengers. | Receipts. | Weight carried.                  | Receipts.  |   |                 | Coaching.                | Merchandise. | Total.  |
|   |                    | Rs.       | Mds.                             | Rs.        | Rs.   | Rs.             |                          |              |         |
| Total traffic for the week on (a) 1,261 miles open ...            | 178,400            | 72,790    | 5,02,540                         | (b) 56,540 | 19,390  | (b) 1,48,720    | 40,607                   | (c) 33,236   | 73,843  |
| Or per mile of railway ...  | 141.48             | 57.72     | 398.52                           | 44.84      | 15.38   | 117.94          | ...                      | ...          | ...     |
| For previous 6½ weeks of half-year ...                            | 1,294,330          | 5,06,970  | 37,87,640                        | 4,20,930   | 1,03,350  | 10,31,250       | 276,092                  | 207,107      | 483,199 |
| Total for 7½ weeks ...  | 1,472,730          | 5,79,760  | 42,90,180                        | 4,77,470   | 1,22,740  | 11,79,970       | 317,299                  | 240,343      | 557,642 |
| COMPARISON.   |                    |           |                                  |            |   |                 |                          |              |         |
| Total for corresponding week of previous year on 1,251 miles open | 176,202            | 75,337    | 3,99,607                         | 46,196     | 17,069  | 1,38,592        | 34,921                   | (d) 27,032   | 61,953  |
| Per mile of railway corresponding week of previous year ...       | 140.85             | 60.22     | 319.48                           | 36.93      | 13.64   | 110.79          | ...                      | ...          | ...     |
| Total to corresponding date of previous year ...                  | 1,436,436          | 5,42,990  | 44,69,264                        | 5,04,632   | 1,33,015  | 11,82,637       | 293,278                  | 229,504      | 522,782 |

(a) 1.46 miles removed from abandoned line of old Hajipur line at Muzafferpur yard from January 1902—vide statement XIII of half-yearly accounts.

(b) Rs. 3,477 due to railway material and ballast trains, remainder to public traffic. Ballast trains earnings were hitherto credited monthly, they are now being dealt with weekly.

(c) Includes 7,566 miles of ballast trains run on open line.

(d) 6,332



SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 23rd August 1902 on 18 miles open.

|  | COACHING TRAFFIC.   |           | MERCHANDISE AND MINERAL TRAFFIC. |           | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |               |        |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|---------------|--------|
|  | Passengers carried. | Receipts. | Weight carried.                  | Receipts. |                             |                 | Coaching.                | Merchan-dise. | Total. |
|  | No.                 | Rs.       | Mds.                             | Rs.       | Rs.                         | Rs.             |                          |               |        |
| Total traffic for the week on 18 miles open ...                | 2                   | 2         | 308                              | 13        | 8                           | 23              | ...                      | ...           | ...    |
| Or per mile of railway ...                                     | 0'11                | 0'11      | 17'11                            | 0'72      | 0'45                        | 1'28            | ...                      | ...           | ...    |
| For previous 6½ weeks of half-year ...                         | 9,862               | 1,326     | 55,233                           | 1,277     | 43                          | 2,646           | 2,486                    | 688           | 3,174  |
| Total for 7½ weeks ...   | 9,864               | 1,328     | 55,541                           | 1,290     | 51                          | 2,669           | 2,486                    | 688           | 3,174  |
| COMPARISON.  |                     |           |                                  |           |                             |                 |                          |               |        |
| Total for corresponding week of previous year on 18 miles open | 2,670               | 366       | 6,409                            | 227       | 7                           | 600             | 383                      | 121           | 504    |
| Per mile of railway correspond-ing week of previous year ...   | 148'33              | 20'34     | 356'06                           | 12'59     | 0'39                        | 33'32           | ...                      | ...           | ...    |
| Total to corresponding date of previous year ...               | 18,890              | 2,637     | 57,249                           | 1,720     | 87                          | 4,504           | 3,324                    | 672           | 3,996  |

NOTE.—The line was closed for all descriptions of traffic from 15th August 1902 owing to floods.

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 23rd August 1902 on 558 miles open for all descriptions of traffic, and an additional 31 miles for goods and parcels traffic only.

|  | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |              | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |               |         |
|--|--------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|---------------|---------|
|  | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts.    |                 |                 | Coaching.                | Merchan-dise. | Total.  |
|  |                    | Rs. A. P.          | Mds. s.                          | Rs. A. P.    | Rs. A. P.       | Rs. A. P.       |                          |               |         |
| Total traffic for the week ...                               | 26,364             | 15,487 0 0         | 1,53,546 0                       | 14,676 0 0   | 626 0 0         | 30,789 0 0      | 5,978                    | 8,593         | 14,571  |
| Or per mile of railway ...                                   | 47'25              | 27'75              | 290'69                           | 24'92        | 1'06            | 53'73           | 10'71                    | 14'59         | 25'30   |
| For previous 7 weeks of half-year ...                        | 194,793            | 1,12,492 0 0       | 10,96,814 0                      | 1,02,431 0 0 | 9,248 0 0       | 2,24,171 0 0    | 44,014                   | 54,501        | 98,605  |
| Total for 8 weeks ...  | 221,159            | 1,27,979 0 0       | 12,50,360 0                      | 1,17,107 0 0 | 9,874 0 0       | 2,54,960 0 0    | 49,922                   | 63,184        | 113,176 |
| COMPARISON.  |                    |                    |                                  |              |                 |                 |                          |               |         |
| Total for corresponding week of previous year ...            | 23,733             | 13,514 0 0         | 94,166 0                         | 15,760 0 0   | 603 0 0         | 29,877 0 0      | 7,042                    | 4,982         | 12,024  |
| Per mile of railway correspond-ing week of previous year ... | 42'53              | 24'22              | 162'90                           | 27'27        | 1'04            | 52'53           | 12'62                    | 8'62          | 21'24   |
| Total to corresponding date of previous year ...             | 207,490            | 1,24,484 0 0       | 8,71,213 0                       | 1,30,639 0 0 | 9,927 0 0       | 2,65,050 0 0    | 50,994                   | 47,553        | 98,547  |

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

| RECEIPTS FOR WEEK ENDED 23RD AUGUST 1902. |           |                  | RECEIPTS FOR WEEK ENDED 24TH AUGUST 1901. |           |                  | TOTAL RECEIPTS FROM 1ST APRIL 1902 TO 23RD AUGUST 1902. |                 |                  | TOTAL RECEIPTS FROM 1ST APRIL 1901 TO 24TH AUGUST 1901. |                 |                  | Total increase in 1902. | Total decrease in 1902. |
|---|-----------|------------------|---|-----------|------------------|---|-----------------|------------------|---|-----------------|------------------|-------------------------|-------------------------|
| Mean mileage worked.                      | Receipts. | Per mile worked. | Mean mileage worked.                      | Receipts. | Per mile worked. | Mean mileage worked.                                    | Total receipts. | Per mile worked. | Mean mileage worked.                                    | Total receipts. | Per mile worked. |                         |                         |
|   | Rs.       | Rs.              |   | Rs.       | Rs.              |   | Rs.             |                  |   | Rs.             |                  | Rs.                     | Rs.                     |
| 558                                       | 30,789    | 53'73            | 578                                       | 29,877    | 52'53            | 589   | 7,00,033        | ...              | 578   | 7,85,848        | ...              | ...                     | 75,015                  |

## SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. &amp; N.-W. RAILWAY.)

*Approximate Return of Traffic for the week ending 30th August 1902 on 18 miles open.*

|  | COACHING TRAFFIC.   |           | MERCHANDISE AND MINERAL TRAFFIC. |           | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
|  | Passengers carried. | Receipts. | Weight carried.                  | Receipts. |                             |                 | Coaching.                | Merchandise. | Total. |
|  | No.                 | Rs.       | Mds.                             | Rs.       | Rs.                         | Rs.             |                          |              |        |
| Total traffic for the week on 18 miles open ...                | 1,914               | 267       | 9,996                            | 268       | 10                          | 485             | 340                      | 128          | 468    |
| Or per mile of railway ...                                     | 106'33              | 11'50     | 555'33                           | 14'89     | 0'55                        | 26'94           | .....                    | .....        | .....  |
| For previous 79 weeks of half-year ...                         | 9,864               | 1,329     | 55,541                           | 1,290     | 51                          | 2,080           | 2,486                    | 688          | 3,174  |
| Total for 8½ weeks ...   | 11,778              | 1,595     | 65,537                           | 1,558     | 61                          | 3,154           | 2,826                    | 816          | 3,642  |
| COMPARISON.  |                     |           |                                  |           |                             |                 |                          |              |        |
| Total for corresponding week of previous year on 18 miles open | 2,763               | 302       | 8,308                            | 199       | 9                           | 600             | 422                      | 92           | 594    |
| Per mile of corresponding week of previous year ...            | 153'50              | 21'78     | 461'28                           | 11'08     | 0'47                        | 33'33           | .....                    | .....        | .....  |
| Total to corresponding date of previous year ...               | 21,153              | 3,089     | 65,552                           | 1,919     | 96                          | 5,104           | 3,746                    | 754          | 4,500  |

NOTE.—The line re-opened for all descriptions of traffic from 25th August 1902.

## SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. &amp; N.-W. RAILWAY.)

*Audited Return of Traffic for the last 9 days of June 1902 on 18 miles open.*

|  | COACHING TRAFFIC.   |              | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|--|---------------------|--------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
|  | passengers carried. | Receipts.    | Weight carried.                  | Receipts.  |                 |                 | Coaching.                | Merchandise. | Total. |
|  |                     | Rs. A. P.    | Mds.                             | Rs. A. P.  | Rs. A. P.       | Rs. A. P.       |                          |              |        |
| Total traffic for the week on 18 miles open ...                | 3,072               | 547 2 5      | 21,118                           | 436 1 11   | 4 6 0           | 987 10 4        | 441                      | 859          | 609    |
| Or per mile of railway ...                                     | 170'67              | 30 6 4       | 1,173'22                         | 24 3 8     | 0 3 11          | 54 13 11        | .....                    | .....        | .....  |
| For previous 24½ weeks of half-year ...                        | 63,326              | 10,630 10 5  | 3,21,658                         | 8,116 6 7  | 861 8 0         | 19,608 9 0      | 9,131                    | 3,280        | 12,409 |
| Total for the 25½ weeks...                                     | 66,398              | 11,177 12 10 | 3,42,776                         | 8,552 8 6  | 865 14 0        | 20,596 3 4      | 9,572                    | 3,648        | 13,220 |
| COMPARISON.  |                     |              |                                  |            |                 |                 |                          |              |        |
| Total for corresponding week of previous year on 18 miles open | 2,417               | 430 8 5      | 14,625                           | 275 10 6   | — 0 0           | 703 2 11        | 470                      | 106          | 576    |
| Per mile of corresponding week of previous year ...            | 134'28              | 23 14 8      | 812'50                           | 15 5 1     | — 0 2 8         | 39 1 1          | .....                    | .....        | .....  |
| Total to corresponding date of previous year ...               | 53,189              | 8,893 12 11  | 3,63,697                         | 10,154 1 7 | 769 14 0        | 19,817 12 6     | 9,398                    | 3,175        | 12,573 |

## DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

|   |  | Rs.    | A.  | P.  | Rs.    | A.       | P.   |
|---|--|--------|-----|-----|--------|----------|------|
| Approximate earnings for the week ending 30th Aug. 1902 ... | Coaching ...                               | 6,046  | 0   | 0   | 19,812 | 0        | 0    |
|   | Goods ...                                  | 13,325 | 0   | 0   |        |          |      |
|   | Other earnings ...                         | 441    | 0   | 0   |        |          |      |
| Audited earnings for the corresponding period of 1901 ...   | Coaching ...                               | 4,769  | 0   | 0   | 15,483 | 0        | 0    |
|   | Goods ...                                  | 10,315 | 0   | 0   |        |          |      |
|   | Other earnings ...                         | 409    | 0   | 0   |        |          |      |
|   | Increase ...                               |        |     |     |        | 4,329    | 0 0  |
| Receipts per mile for the week ending 30th Aug. 1902        | ...  | ...    | ... | ... |        | 388      | 7 6  |
|   | Ditto for the corresponding period of 1901 | ...    | ... | ... |        | 303      | 9 5  |
|   | Increase ...                               |        |     |     |        | 84       | 14 1 |
| Receipts from 1st July to 30th Aug. 1902                    | ...  | ...    | ... | ... |        | 1,14,976 | 0 0  |
|   | Ditto for the corresponding period of 1901 | ...    | ... | ... |        | 1,22,188 | 0 0  |
|   | Decrease ...                               |        |     |     |        | 7,212    | 0 0  |



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 24, 1902.

## OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

### CONTENTS.

|   | Page |  | Page |
|---|------|--|------|
| EXTRACT from the Annual Report on the Government Cinchona Plantation and Factory in Bengal for the year 1901-1902                                       | 1359 | CIRCULAR and Eastern Canal for the week ending Saturday the 20th September 1902                              | 1374 |
| Weather and Crop Report for the week ending the 22nd September 1902   | 1363 | Results of the Meteorological Observations taken at the Alipore Observatory from 14th to 20th September 1902 | 1375 |
| Prices-current (retail and wholesale) of food-grains and salt in the head-quarters station bazars of the districts of Bengal on the 15th September 1902 | 1367 | Eastern Bengal State Railway during the month of June 1902   | 1376 |
|   |      | Weekly Return of Traffic Receipts on Indian Railways   | 1378 |

### ANNUAL REPORT ON THE GOVERNMENT CINCHONA PLANTATION AND FACTORY IN BENGAL FOR THE YEAR 1901-1902.

*The 12th September 1902.*—The following extracts from the Annual Report on the Government Cinchona Plantation and Factory in Bengal for the year 1901-1902 are published for general information.

E. W. COLLIN,  
*Offg. Secy. to the Govt. of Bengal.*

No. 149C., dated Royal Botanic Garden, Sibpur, the 14th July 1902.

From—MAJOR D. PRAIN, M.B., I.M.S., Superintendent, Royal Botanic Garden, Calcutta, and of Cinchona Cultivation in Bengal, and Government Quinologist,

To—The Secretary to the Government of Bengal, Financial Department.

I HAVE the honour to submit the report of the Cinchona Plantation and Factory for the official year 1901-1902.

*Fortieth Annual Report of the Government Cinchona Plantation in Sikkim, being that for the financial year 1901-1902, and also the Report of the Factory for the same year, by MAJOR D. PRAIN, I.M.S., Superintendent of Cinchona Cultivation in Bengal, and Government Quinologist.*

1. *Weather and General.*—The rainfall during the year was below normal; 92.69 inches, as against an average of 123.01 for the preceding 27 years. As compared with 1900-1901 the number of rainy days was greater, 153 as against

137; the total fall was, however, considerably less, 92·69 inches for 1901-1902, as against 126·23 inches for 1900-1901. No heavy downpours occurred and no damage has to be recorded. At Munsong, the new extension in the Dumsong Forest, 88·42 inches of rain were registered.

2. *Plantation and Crop*.—The number of plants put out during the year was 485,530. These included 397,010 *Ledgeriana*, 26,078 *Succirubra*, 55,007 *Hybrid No. I*, and 7,435 *Hybrid No. II*. This latter, which appears for the first time in this report, has been raised by crossing *Ledgeriana* with *Succirubra*; the *Hybrid* of former reports, to be designated in future *Hybrid No. I*, is a cross between *Succirubra* and *Officinalis*. It is hoped that the new hybrid may possess enough of the richness of *Ledgeriana* with enough of the vigour of *Succirubra*, to admit of its extensive cultivation on the Rungbee part of the plantation where the conditions are most unfavourable for *Ledgeriana* itself.

The area planted at the head-quarters plantation (Mungpoo and Sittong) was 88·28 acres; here 121,828 *Ledgeriana* plants, all the *Succirubra* and *Hybrid No. I* plants and 3,085 *Hybrid No. II* plants were put out. At Munsong 103·58 acres were planted with 275,182 *Ledgeriana* and 4,350 *Hybrid No. II* plants.

The nursery stock of seedlings on 31st March 1902 was 21,500. As compared with 31st March 1901 there were in the lines 2,000 plants more of *Hybrid No. I* and 3,000 more of *Hybrid No. II*, but 11,500 fewer *Succirubra* and 32,000 fewer *Ledgeriana*. There were thus 38,500 fewer plants to be put out after 1st April 1902 than there were at the same date the preceding year, indicating an earlier planting season in 1902 than in 1901.

The total number of living trees of all kinds in the permanent plantations on 31st March 1902 was 2,763,286. Of these, 1,928,422 were at Mungpoo (including Rungbee and Labdah) and 246,648 at Sittong. At Munsong, in the Dumsong forest, there were 588,216. The trees included 2,000,092 *Ledgeriana*, 234,446 *Succirubra*, 2,130 *Officinalis*, 519,183 *Hybrid No. I* and 7,435 *Hybrid No. II*. The increase as compared with 31st March 1901 was 379,758.

Planting at Munsong this year has been less successful than could be wished. A failing water-supply at the nursery-lines compelled the Deputy Superintendent to plant early as the least of two evils; the result has been a very high proportion of casualties. Arrangements have already been made to meet the case and to replant where replanting is necessary.

During the year 600 maunds of bonemeal, at the rate of 10 maunds per acre, were applied to four-year-old cinchonas. This manure acts slowly, and as yet little difference is apparent in the condition of the trees so treated.

The crop taken from the plantation during the year has been 203,405 lbs. of dry bark. From Mungpoo the quantity taken was 165,808 lbs.; from Sittong 37,597 lbs. The crop has been composed of 120,294 lbs. *Ledgeriana*, 3,396 lbs. *Succirubra* and 79,715 *Hybrid No. I*. From the Mungpoo Division the bark has been taken from outlying and sparse patches of *Ledgeriana* and *Hybrid No. I*, which have been uprooted in accordance with the policy pursued during recent years of concentrating the area under cinchona so as to admit of its higher cultivation. The Sittong division has never given satisfactory results with *Ledgeriana*, and the last trees of that kind have now been harvested from the division. The whole of the bark thus harvested has been made over as usual to the Quinologist.

3. *Factory and outturn*.—Work in the factory has gone on throughout the year without accident or delay. Very considerable improvement has been effected in the arrangement and method of working. The improvements have necessitated various renewals and a number of additions to the factory plant.

The raw material worked up during the year included 390,043½ lbs. *Ledgeriana*, *Hybrid No. I* and *Officinalis* bark which provided 10,010 lbs. 12 oz. of suphate of quinine, the average yield being 2·56 per cent. The residual (amorphous) alkaloids that are left over in the process, accounted for during the year, amount to 5,367 lbs. In addition to this quantity, 99,600 lbs. of *Succirubra* and *Hybrid* barks to which 4,980 lbs. of residual alkaloids were added, yielded 3,424 lbs. of cinchona febrifuge. The total outturn of manufactured products for the year has thus been 13,434 lbs. 12 oz., an increase as compared with the previous year of 3,599 lbs. 12 oz. This increased



quantity included 2,663 lbs. 12 oz. of sulphate of quinine and 936 lbs. of cinchona febrifuge.

4. *General charges.*—The charges debitable against the department as a whole have amounted to Rs. 25,632-7-11, as against Rs. 28,769-10-6 for the preceding year. These charges include pay of clerical and menial establishment, Rs. 4,935; postal and telegraph charges, Rs. 521-12; advertising manufactured articles, Rs. 1,052; and taxes (road and public works cesses), Rs. 1,475. They include, besides, the expenditure incurred in opening up new and extending existing plantations (as apart from the upkeep of permanent plantations and the harvesting of bark) and expenditure in additions to the factory (as apart from cost of working and of manufacturing quinine and febrifuge). The charges for extensions amounted to Rs. 9,895-7-8, being Rs. 6,629-1-11 for planting 103·58 acres of new plantation at Munsong and Rs. 3,266-5-9 for planting 88·28 acres at head-quarters. The corresponding general outlay in connection with the factory amounted to Rs. 7,753-4-3.

5. *Plantation charges.*—The charges directly debitable against the plantation for upkeep and for the harvesting of bark have been Rs. 55,602-8-10, as against Rs. 50,428-10-6 for 1900-1901. Against this outlay has to be placed the harvest, 203,405 lbs. of dry bark collected during the year which was thus collected at a cost of Rs. 0-4-4·5 per lb., at which rate it passes over to the Quinologist's Department.

6. *Factory charges.*—The expenditure incurred in connection with the Factory was Rs. 79,404-2. Of this sum, Rs. 38,000 represents the purchase-money, and Rs. 1,012-10-7 the cost of carriage to the factory, of 120,290 lbs. of bark acquired from private growers; the actual working expenses of the factory for the year were therefore Rs. 40,391-7-5, being Rs. 35,131-5-5 incurred in the manufacture of sulphate of quinine and Rs. 5,260-2 for the manufacture of cinchona febrifuge.

In order to produce 10,010 lbs. 12 oz. of sulphate of quinine, 259,371 lbs. of *Ledgeriana* bark, 72,551 lbs. *Hybrid No. I*, and 26,728 lbs. *Officinalis* from the stock held on 1st April 1901 were used. The value of this bark was Rs. 29,887-8. In addition 31,393½ lbs. of *Officinalis* bark, purchased during the year for Rs. 11,276-11-9, were employed. The total value of the bark used was thus Rs. 41,164-3-8; this sum, added to the manufacturing charges, gives a total of Rs. 76,295-9-2, or Rs. 7-9-11·3 per lb. Of the residual (amorphous) alkaloid left as a bye-product in the manufacture of quinine, 4,980 lbs. treated along with 99,600 lbs. of *Succirubra* and *Hybrid No. I* bark, provided 3,424 lbs. of cinchona febrifuge. The value of the bark used was Rs. 8,300; of the residual alkaloids, Rs. 4,720-10; the working expenses amounted to Rs. 5,260-2. The total cost of making 3,424 lbs. of cinchona febrifuge was thus Rs. 18,280-12, or Rs. 5-5-5 per lb.

7. *Issues of manufactured articles.*—The issues of sulphate of quinine for the year amounted to 9,793 lbs. 3 oz., a decrease of 1,213 lbs. 13 oz. as compared with 1900-1901. This decrease is accounted for by the fact that the Jail Department required 1,500 lbs. less for conversion into pice-packets. The demand by Government officers for dispensaries, &c., on the other hand, increased by 391 lbs. 9 oz.

The issues of cinchona febrifuge for the year amounted to 3,670 lbs. 4 oz., a decrease as compared with the previous year of 135 lbs. 12 oz. This decrease is explained by the fluctuating character of the demands on the part of medical depôts. The Mian Mir Depôt took 100 lbs. more than in 1900-1901, but that at Calcutta required 650 lbs. less. This deficit was to some extent counterbalanced by an indent for 300 lbs. cinchona febrifuge by the Principal Veterinary Officer, South Africa. Judged by the only certain test,—the demand by the public generally,—the belief in the reliability of febrifuge as a remedy for malaria remains unchanged. These sales to the public were 113 lbs. 8 oz. in excess of those for 1900-1901.

8. *Receipts.*—The receipts for the year have amounted to Rs. 1,91,922-5-2 as compared with Rs. 2,27,087-10-3 for the preceding year. Cash receipts have amounted to Rs. 78,441-2-6, and include, besides the receipts for manufactured articles (quinine Rs. 48,521-5-6 and cinchona febrifuge Rs. 28,393-8), Rs. 1,296-3 as receipts for crude products (bark Rs. 168-3, seed Rs. 40, residual



alkaloids Rs. 1,088), and Rs. 230-2 as receipts for miscellaneous articles (empty soda-drums, gunny-bags, &c.) The book-credits for the year amounted to Rs. 1,13,481-2-8 and have included Rs. 27,550 for issues to the Bengal Jail Department, and Rs. 1,609-8 for issues to the Punjab in connection with the pice-packet systems in these provinces. The other book-credits were Rs. 81,316-10-8 for issues to medical depôts; Rs. 3,000 for issues to the Principal Veterinary Surgeon, South Africa, and Rs. 5 to the Inspector-General of Civil Hospitals, Bengal. The outstandings, representing cash-issues made within the last few days of the financial year, the transactions regarding which were not completed on 31st March, amounted to Rs. 4,401-10.

9. *Stock account.*—The manufactured articles in stock on 31st March 1902 consisted of 2,957 lbs. 15 oz. of sulphate of quinine and 2,534 lbs. 12 oz. of cinchona febrifuge; their respective values were, quinine Rs. 22,323-13-11 and febrifuge Rs. 13,533, these sums representing the cost of production of each of the articles. Raw material and unmanufactured products included 115 lbs. of residual (amorphous) alkaloids in stock at Calcutta, valued at Rs. 109-0-2 and 1,397,241 lbs. 8 oz. of cinchona bark, valued at Rs. 1,55,904-0-7. The value of stores in stock was Rs. 4,886-5-3, consisting of oils Rs. 2,850-8-3, chemicals Rs. 1,673, and sundries (plaster of Paris, charcoal for purification and spare wheel for turbine) Rs. 362-13.

10. \* \* \* \* \* *Balance sheet.*—The balance on the working of the Department was Rs. 59,806-1-8, but against this has to be placed the expenditure incurred in writing down the difference between the cost of production and the actual market-value of the bark harvested from the plantation. This amounts to Rs. 18,500-1-10, so that the actual surplus for the year is Rs. 41,305-15-10. This surplus, it has to be remarked, must not be looked upon as wholly profit. The quantities of the various articles in stock were not materially different at the opening and at the close of the year; the enhancement in value noted above is thus due to the fact that a somewhat different method of estimating the value of cinchona bark in store has been prescribed for observance. If this factor in the surplus be disregarded, the difference between income and expenditure, Rs. 31,283-2-5, with the depreciation charge in the bark-harvest, Rs. 18,500-1-10, deducted therefrom, thus leaving an actual surplus of Rs. 12,783-0-7, more approximately represents the profit of the Department for the year.

11. *Sale of quinine at post-offices.*—The quantity issued to the Jail Department during 1901-1902 was 1,900 lbs., a falling off as compared with the preceding year of 1,500 lbs. No explanation of this remarkably diminished demand has been received from the Departments concerned.

WEATHER AND CROP REPORT.

For the week ending the 22nd September 1902.

**Burdwan.**—Rainfall at Sadar 2·02, Kalna 0·79, Katwa 1·60, Raniganj 2·32. Weather fine and hot. Transplantation of *aman* finished. Weeding of *aman* and harvesting of *aus* continues. More rain wanted. Fodder and water sufficient. No cattle-disease. Common rice sells at 11 seers per rupee.

**Birbhum.**—Rainfall at Sadar 1·13, Rampur Hât 1·05. Weather unsettled. Standing paddy flourishes and doing well. Fodder sufficient. Common rice sells at 12½ seers per rupee.

**Bankura.**—Rainfall at Sadar 1·15. Paddy and sugarcane doing well, but more rain wanted. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

**Midnapore.**—Rainfall at Sadar 0·43, Contai nil, Tamluk 1·54, Ghatal 0·59. Weather hot and cloudy. Harvesting of *aus* going on. Agricultural prospects favourable. Fodder and water sufficient. Cattle-disease reported from Binpur thana. Common rice sells as follows:—

|        |     |     | Srs. | ch.  |              |
|--------|-----|-----|------|------|--------------|
| Sadar  | ... | ... | ...  | 12 8 | } per rupee. |
| Contai | ... | ... | ...  | 13 0 |              |
| Tamluk | ... | ... | ...  | 11 0 |              |
| Ghatal | ... | ... | ...  | 12 0 |              |

**Hooghly.**—Rainfall at Sadar nil, Serampore 0·36, Arambagh 1·90. Weeding of *aman* and steeping of jute going on. Prospect of standing crops good. Weather seasonable. Fodder and water sufficient. Common rice sells as follows:—

|           |     |     | Srs. | ch.  |              |
|-----------|-----|-----|------|------|--------------|
| Sadar     | ... | ... | ...  | 10 0 | } per rupee. |
| Serampore | ... | ... | ...  | 10 5 |              |
| Arambagh  | ... | ... | ...  | 11 5 |              |

**Howrah.**—Rainfall at Sadar 0·02, Ulubaria 0·45. Fall general and recorded two days in the week. More rain wanted for the high lands. Harvesting of the *aus* finished. Its threshing is going on. Cutting and steeping of jute still going on. Sugarcane doing well. Transplantation of the *aman* nearly finished. Fodder and water-supply sufficient. No cattle-disease. Common rice sells on an average at 11 seers per rupee everywhere within the district.

**24-Parganas.**—Rainfall at Sadar 1·02, Barasat 0·48, Basirhat 1·12, Diamond Harbour 0·10. Little rain. Weather hot and sunny. Rain urgently wanted in Diamond Harbour. State and prospect of standing crops good. *Aus* and jute still being harvested. Transplantation of *aman* finished. Land being prepared for the *rabi* crops in Basirhat. Condition of cattle good. Supply of fodder and water sufficient. Common rice sells as follows:—

|                 |     |     | Srs. | ch.  |              |
|-----------------|-----|-----|------|------|--------------|
| Sadar           | ... | ... | ...  | 11 0 | } per rupee. |
| Basirhat        | ... | ... | ...  | 10 0 |              |
| Diamond Harbour | ... | ... | ...  | 10 8 |              |

**Nadia.**—Rainfall at Sadar 1·08, Kushtia 2·20, Chuadanga 1·43, Meherpur 1·86, Ranaghat 1·88. Weather hot. Harvesting of jute almost finished. Prospects of standing crops good. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

|           |     |     | Srs. | ch.  |              |
|-----------|-----|-----|------|------|--------------|
| Sadar     | ... | ... | ...  | 12 0 | } per rupee. |
| Kushtia   | ... | ... | ...  | 11 0 |              |
| Chuadanga | ... | ... | ...  | 10 0 |              |
| Meherpur  | ... | ... | ...  | 13 5 |              |
| Ranaghat  | ... | ... | ...  | 12 0 |              |

**Murshidabad.**—Rainfall at Sadar 2·69, Kandi 2·80, Jangipur 2·00, Lalbagh 1·22. Weather seasonable. Sowing of *rabi* crop commences. Harvesting of *aus* and transplantation of *aman* over. Jute being cut and steeped in Jangipur. Prospect of sugarcane good. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

|          |     |     | Srs. | ch.  |              |
|----------|-----|-----|------|------|--------------|
| Sadar    | ... | ... | ...  | 11 8 | } per rupee. |
| Kandi    | ... | ... | ...  | 12 8 |              |
| Jangipur | ... | ... | ...  | 12 0 |              |
| Lalbagh  | ... | ... | ...  | 11 0 |              |

**Jessore.**—Rainfall at Sadar 0·05, Jhenida 2·16, Magura 1·34, Narail 0·08, Bangaon 1·02. Weather seasonable. Prospects of crops good. Harvesting of *aus* completed. More rain wanted. Fodder and water sufficient. Cattle-disease reported from Salikha outpost

in Magura subdivision and from Bagharpara thana in Sadar. Common rice sells as follows :—

|         |     |     |     | Srs. ch. |             |
|---------|-----|-----|-----|----------|-------------|
| Sadar   | ... | ... | ... | 12 0     | } per rupee |
| Jhenida | ... | ... | ... | 12 0     |             |
| Magura  | ... | ... | ... | 11 0     |             |
| Narail  | ... | ... | ... | 11 8     |             |
| Bangaon | ... | ... | ... | 13 0     |             |

Khulna.—Rainfall at Sadar 2·67, Bagerhat 0·63, Satkhira 0·18. Weather seasonable. Transplantation of *aman* nearly completed. Fodder and water sufficient. A few cases of cattle-disease reported from thana Khulna. Common rice sells as follows :—

|          |     |     |     | Srs. ch. |              |
|----------|-----|-----|-----|----------|--------------|
| Sadar    | ... | ... | ... | 11 8     | } per rupee. |
| Bagerhat | ... | ... | ... | 11 11    |              |
| Satkhira | ... | ... | ... | 10 8     |              |

Rajshahi.—Rainfall at Sadar 6·06, Nator 2·19, Naugaon 1·82. Weather hot and rains ceasing. Prospects of standing crop very good. Harvesting of jute and transplantation of *aman* nearly finished. No cattle-disease reported. Common rice selling at 12 seers per rupee.

Dinajpur.—Rainfall at Sadar 9·43. Fall in the district general, varying from 1·61 to 8·57. Weather gloomy. Standing crops good. Steeping of jute continues. Cattle-disease reported from two thanas. Fodder and water plentiful. Rice selling at 13 seers at Thakurgaon and 12 seers at Sadar per rupee.

Jaipalguri.—Rainfall at Sadar 14·27, Alipore Duars 16·11. Fall general and weather rainy. *Haimanti* paddy doing well. Prospect favourable. Harvesting of *bhadoi* paddy nearly finished. Steeping of jute going on. Lands are being cultivated for tobacco. Common rice sells at 11½ seers a rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Sadar 8·23, Kurseong 13·65, Siliguri 7·81. Weather seasonable. *Hills*—*Haimanti dhan*, *bara* and *chhota marua* and maize being harvested. *Terai*—Transplanting of *haimanti* paddy practically finished. Reaping of jute and *bhadoi* going. Prospects good. Coarse rice sells as follows :—

|       |     |     |     | Srs. ch. |              |
|-------|-----|-----|-----|----------|--------------|
| Hills | ... | ... | ... | 8 0      | } per rupee. |
| Terai | ... | ... | ... | 9 0      |              |

Maize sells at Darjeeling at 20 seers and at Kalimpong at 34 seers per rupee.

Rangpur.—Rainfall at Sadar 8·59, Gaibanda 2·29, Kurigram 7·83, Nilphamari 6·55. Weather cloudy and rainy. Cutting and steeping of jute and transplantation of *aman* going on. Water and fodder sufficient. Common rice sells as follows :—

|            |     |     |     | Srs. ch. |              |
|------------|-----|-----|-----|----------|--------------|
| Sadar      | ... | ... | ... | 9 8      | } per rupee. |
| Gaibanda   | ... | ... | ... | 10 0     |              |
| Kurigram   | ... | ... | ... | 11 0     |              |
| Nilphamari | ... | ... | ... | 10 8     |              |

Bogra.—Rainfall at Sadar 1·25. Fall general. Transplantation of *aman* finished and estimated at cent. per cent. of usual area, coming up well. Harvesting of jute going on. Fodder and water sufficient. Common rice sells at 12 seers per rupee.

Pabna.—Rainfall at Sadar 1·99, Sirajganj 3·93. Weather cloudy and rainy. Showers general. Prospects of *aman* and sugarcane fair. Fodder sufficient. No cattle-disease. Common rice sells at 10 seers per rupee.

Dacca.—Rainfall at Sadar ·86, Manikganj 2·75, Munshiganj ·68, Narayanganj ·2. Prospects of crops fair. Weather seasonable. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

Mymensingh.—Rainfall at Sadar 2·43, Jamalpur 2·54, Kishorganj 2·93, Netrakona 7·25, Tangail 0·07. Weather seasonable. Jute steeping going on. Transplantation of *aman* nearly over. Fodder scarce in parts. Water sufficient. No cattle-disease. Common rice selling as follows :—

|            |     |     |     | Srs. ch. |              |
|------------|-----|-----|-----|----------|--------------|
| Sadar      | ... | ... | ... | 12 0     | } per rupee. |
| Kishorganj | ... | ... | ... | 11 4     |              |
| Jamalpur   | ... | ... | ... | 11 7     |              |
| Netrakona  | ... | ... | ... | 12 0     |              |
| Tangail    | ... | ... | ... | 10 8     |              |

Fariapur.—Rainfall at Sadar 0·65, Goalundo 3·54, Madaripur 0·10. Weather sultry. State and prospects of crops good. Fodder available. No cattle-disease. Common rice sells at 11 seers the rupee.

Backergunge.—Rainfall at Sadar 2·82. Fall general. Weather seasonable. Transplantation of *aman* continues. Prospects fair. Cattle-disease reported from thana Matbari. Fodder sufficient. Common rice sells at 13 seers (*aus*) and 12 seers (*aman*) per rupee.

**Tippera.**—Rainfall at Sadar 3·08, Brahmanbaria 1·19, Chandpur ·04. Weather seasonable. Prospects fair. *Aman* paddy thriving but damaged by flood in places. Harvesting of jute and transplantation of *aman* almost completed. Fodder and water sufficient. No cattle-disease. Common rice sells at 14 seers per rupee.

**Noakhali.**—Rainfall at Sadar 1·98, Feni 1·44. Weather seasonable. Harvesting of *aus* nearly finished. Transplantation of *aman* continues. Prospects fair. Condition of betelnut good. No cattle-disease. Fodder and water sufficient. Common rice sells at Sadar at 12 seers, and at Feni at 13 seers per rupee.

**Chittagong.**—Rainfall at Sadar 1·75, Cox's Bazar 4·24. Transplantation of *aman dhan* is still going on. Cattle-disease continuing. Fodder and water sufficient. Rice selling at 12 seers 11 chitaks per rupee.

**Chittagong Hill Tracts.**—Rainfal at Sadar 1·71. Fall general. Weather warm with occasional rain. *Joom* harvesting continues. Paddy crop good. Cotton and *til* bad. Common rice selling at 16 seers per rupee. No cattle-disease.

**Patna.**—Rainfall at Sadar 0·85, Bihar 1·58, Dinapore 1·25, Hilsa 1·70, Bikram 2·63. Weather hot and cloudy. Harvesting of Indian-corn continues. Transplantation of paddy nearly completed. More rain still wanted. No cattle-disease. Fodder and water sufficient. Common rice sells as follows :—

|          |     |     |     | Srs. | ch.  |              |
|----------|-----|-----|-----|------|------|--------------|
| Patna    | ... | ... | ... | ...  | 12 0 | } per rupee. |
| Barh     | ... | ... | ... | ...  | 12 0 |              |
| Bihar    | ... | ... | ... | ...  | 10 0 |              |
| Dinapore | ... | ... | ... | ...  | 12 4 |              |

**Gaya.**—Rainfall at Sadar 2·64, Jahanabad 0·66, Aurangabad 1·09, Nawadah 1·04. Weather hot and cloudy. *Bhadoi* crops being harvested. Prospects of standing crops fairly good, if *hathia* rain falls general. No cattle-disease. Fodder and water for cattle ample. Average price of common rice is 11 seers 6 chitaks per rupee.

**Shahabad.**—Rainfall at Sadar 1·31, Buxar 1·71, Bhabhua 2·32, Sasaram 1·16, Dehri 1·50. Weather hot and cloudy. Harvesting of *bhadoi* continues. Standing crops doing well. Fodder and water sufficient. No cattle-disease reported. Rice sells at Sadar at 11 seers a rupee.

**Saran.**—Rainfall at Sadar 1·85, Siwan 3·29, Gopalganj 3·85. Weather cloudy and very hot. Standing crops doing well. *Bhadoi* crops being harvested in places. Transplantation of paddy nearly finished. More rain wanted. Fodder and water sufficient. No cattle-disease. Common rice sells at 18 seers per rupee.

**Champaran.**—Rainfall at Sadar 8·62, Bettiah 2·88. Weather hot and cloudy. Harvesting and threshing of *bhadoi* crops still going on. Prospects good. Cattle-disease reported. Fodder and water sufficient. Common rice sells at 15½ seers and maize at 24½ seers per rupee.

**Muzaffarpur.**—Rainfall at Sadar ·46, Hajipur ·17, Sitamarhi 2·55. Weather hot and cloudy occasionally. Transplantation of paddy finished. Harvesting of *bhadoi* crops continues. Prospects fair. Fodder and water sufficient. Prices are—Common rice sells at 11½, and maize at 22 seers a rupee.

**Darbnanga.**—Rainfall at Sadar 3·53, Samastipur 2·61, Madhubani 2·15. Prospect of standing crops fair. Fodder and water sufficient. Cattle-disease is reported from Daisingsarai police-station. Common rice sells as follows :—

|            |     |     |     | Srs. | ch.  |              |
|------------|-----|-----|-----|------|------|--------------|
| Sadar      | ... | ... | ... | ...  | 12 9 | } per rupee. |
| Samastipur | ... | ... | ... | ...  | 12 8 |              |
| Madhubani  | ... | ... | ... | ...  | 11 6 |              |

**Monghyr.**—Rainfall at Sadar 0·13, Begusarai ·91, Jamui 2·03. Weather hot and cloudy. *Bhadoi* harvesting commenced. Sowing of chillies and sweet potatoes going on. Sugarcane and standing crops doing well. Paddy benefited by recent rains. No cattle-disease. Fodder and water ample. Common rice sells as follows :—

|           |     |     |     | Srs. | ch.  |              |
|-----------|-----|-----|-----|------|------|--------------|
| Sadar     | ... | ... | ... | ...  | 11 7 | } per rupee. |
| Begusarai | ... | ... | ... | ...  | 11 8 |              |
| Jamui     | ... | ... | ... | ...  | 11 0 |              |

**Bhagalpur.**—Rainfall at Sadar 4·22, Banka 3·66, Madhipura 7·50, Supaul 8·72. Weather cloudy. Harvesting of *marua* completed and that of *bhadoi* nearly completed. Transplantation of *aghani* paddy going on. Prospects good. Water and fodder sufficient. Cattle-disease reported from a few places. Common rice sells as follows :—

|           |     |     |     | Srs. | ch.  |              |
|-----------|-----|-----|-----|------|------|--------------|
| Sadar     | ... | ... | ... | ...  | 11 6 | } per rupee. |
| Banka     | ... | ... | ... | ...  | 12 8 |              |
| Madhipura | ... | ... | ... | ...  | 13 8 |              |
| Supaul    | ... | ... | ... | ...  | 15 0 |              |



**Purnea.**—Rainfall at Sadar 2·54, Araria 3·31, Kishanganj 1·74. Fall general and good. Weather seasonable. Jute being harvested. Prospects of *aghani* paddy good. A few cases of cattle-disease reported from Palasi outpost. Fodder and water sufficient. Common rice sells as follows:—

|            |     |     | Srs. | Ch.  |                                  |
|------------|-----|-----|------|------|----------------------------------|
| Sadar      | ... | ... | ...  | 10 0 | } ( <i>aghani</i> ) } per rupee. |
| Kishanganj | ... | ... | ...  | 11 0 |                                  |
| Araria     | ... | ... | ...  | 14 0 |                                  |

**Malda.**—Rainfall at Sadar 2·48, Chanchal 3·25, Gajol 3·54, Sibganj 1·87. Fall general. Weather hot and cloudy. Prospects of winter rice good. Harvesting of *bhadoi* completed. Cutting of jute not yet finished. No cattle-disease. Fodder and water sufficient. Common rice sells at 11½ seers per rupee.

**Sonthal Parganas.**—Rainfall at Sadar 1·01, Deoghur 1·25, Godda 3·67, Jamtara 1·58, Pakaur 3·26, Rajmahal 3·15. Weather hot with occasional showers. Standing crops doing well. *Aus dhan* being harvested. Fodder and water sufficient. Common rice sells at Sadar at 12 seers per rupee.

**Cuttack.**—Rainfall at Sadar 1·32. Fall general. Weather seasonable. Early *beali* being cut. Late *beali* and *sarad* progressing well. Prospects fair. No cattle-disease. Fodder and water sufficient. Common rice sells at 13½ seers (old) and 15½ seers (new) per rupee at Sadar.

**Balasore.**—Rainfall at Sadar nil. *Beali* being reaped. *Sarad* being weeded. Prospects good. Standing crops with sugarcane thriving. Rice sells at 13 seers a rupee at Sadar. Fodder and drinking water sufficient. No report from Bhadrak.

**Angul.**—Rainfall at Sadar 0·24, Tikerpara 0·92, Bissipara 2·41. Weather hot and cloudy. Weeding of paddy, sowing of *rabi* and harvesting of early miscellaneous crops continue. Common rice sells at 12 seers per rupee at Sadar and Khondmals.

**Puri.**—Rainfall 0·63. Weather hot. Weeding of winter rice in progress. Harvesting of *bhadoi* paddy and *mundua* continues. Sugarcane and other miscellaneous crops doing well. Fodder and water-supply sufficient. Common rice sells at 15 seers per rupee. Cattle-disease prevailing at places.

**Hazaribagh.**—Rainfall at Sadar 2·40, Giridih 0·93. Fall not general. Weather seasonable. Harvesting of *bhadoi* going on. Cattle-disease reported from three thanas. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

**Ranchi.**—Rainfall at Sadar 0·28. Weather hot and cloudy. Prospects of crops good. Sowing of *sirguja* continues. Cattle-disease reported from Ranchi, Karra and Sisai thanas. Fodder and water sufficient. Common rice selling at 14 seers per rupee.

**Palamau.**—Rainfall at Sadar 2·01. Weather seasonable. *Bhadoi* harvesting going on. Sugarcane and rice crops doing well. *Rabi* fields being prepared. Cattle-disease continues in places. Fodder and water sufficient. Prices at Sadar are—Rice 11½ seers, maize 14 seers per rupee.

**Manbhum.**—Rainfall at Sadar 0·56, Gobindpur 0·64. Weather seasonable. Prospects of crops good. More rain, however, wanted. Fodder and water sufficient. Cattle-disease not reported. Average price of common rice at Sadar is 12 seers, and at Gobindpur 10 seers 6 chitaks per rupee.

**Singhbhum.**—Rainfall 0·32. Prospect of crop favourable. Harvesting of *gora* paddy in progress. Average price of rice is 12 seers 6 chitaks per rupee in the district; at Chaibassa 12 seers per rupee.

**General Summary.**—Rain fell during the week in every district except Balasore, and the fall was heavy in parts of North Bengal. The districts of Burdwan, Bankura, Howrah, 24-Parganas, Jessore, Patna, Saran and Manbhum require more rain. Harvesting of *bhadoi* crops still going on. Sugarcane doing well. Transplantation of winter rice is almost finished and sowing of *rabi* has commenced at places. Prospects fair. Cattle-disease reported from 13 districts. Fodder and water generally sufficient. The price of common rice has risen in 7 districts, fallen in 10, and is stationary in the rest (30).

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 23rd September 1902.

PRICES-CURRENT (*RETAIL*) OF FOOD-GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL

DURING THE FORTNIGHT ENDING THE 15<sup>TH</sup> SEPTEMBER 1902.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

| Number.              | DISTRICTS.     | QUANTITIES PER RUPEE IN |                        |                                    |                 |                        |                                    |                 |                        |                                    |                                   |                        |                                    |
|----------------------|----------------|-------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------------------------|------------------------|------------------------------------|
|                      |                | WHEAT.                  |                        |                                    | BARLEY.         |                        |                                    | RICE, COMMON.   |                        |                                    | JOWAR OR CHOLU (Sorghum Vulgare). |                        |                                    |
|                      |                | Present return.         | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return.                   | Next preceding return. | Corresponding return of last year. |
|                      | BENGAL.        | S. Ch.                  | S. Ch.                 | S. Ch.                             | S. Ch.          | S. Ch.                 | S. Ch.                             | S. Ch.          | S. Ch.                 | S. Ch.                             | S. Ch.                            | S. Ch.                 | S. Ch.                             |
| BURDWAN DIVISION.    | 1 Burdwan      | 12 12                   | 12 4                   | 11 8                               | ...             | ...                    | ...                                | 10 14           | 10 8                   | 11 4                               | ...                               | ...                    | ...                                |
|                      | 2 Birbhum      | 13 5                    | 12 12                  | 12 0                               | ...             | ...                    | ...                                | 12 0            | 11 4                   | 11 4                               | ...                               | ...                    | ...                                |
|                      | 3 Bankura      | 12 0                    | 12 8                   | 11 4                               | ...             | ...                    | ...                                | 12 0            | 11 10                  | 11 14                              | ...                               | ...                    | ...                                |
|                      | 4 Midnapore    | 10 0                    | 10 0                   | 10 0                               | ...             | ...                    | ...                                | 12 8            | 12 0                   | 10 10                              | ...                               | ...                    | ...                                |
|                      | 5 Hooghly      | 10 8                    | 10 0                   | 10 0                               | ...             | ...                    | ...                                | 9 4             | 9 4                    | 9 4                                | ...                               | ...                    | ...                                |
|                      | 6 Howrah       | ...                     | ...                    | ...                                | ...             | ...                    | ...                                | 11 0            | 11 0                   | 10 0                               | ...                               | ...                    | ...                                |
| PRESIDENCY DIVISION. | 7 24-Parganas  | ...                     | ...                    | ...                                | ...             | ...                    | ...                                | 10 0            | 10 0                   | 9 8                                | ...                               | ...                    | ...                                |
|                      | 8 Calcutta     | 10 10                   | 10 10                  | 10 10                              | 16 0            | 16 0                   | 16 0                               | 10 0            | 10 0                   | 8 14                               | 16 0                              | 16 0                   | 16 13                              |
|                      | 9 Nadia        | 16 0                    | 13 4                   | 13 14                              | 17 8            | 20 0                   | ...                                | 11 8            | 11 0                   | 11 4                               | ...                               | ...                    | ...                                |
|                      | 10 Murshidabad | 15 8                    | 15 8                   | 13 0                               | 20 0            | 20 0                   | 20 0                               | 12 8            | 12 8                   | 10 8                               | ...                               | ...                    | ...                                |
|                      | 11 Jessore     | 11 0                    | 10 0                   | 10 0                               | 10 0            | 10 10                  | 12 0                               | 12 4            | 12 4                   | 12 0                               | ...                               | ...                    | ...                                |
|                      | 12 Khulna      | ...                     | ...                    | ...                                | ...             | ...                    | ...                                | 10 12           | 12 12                  | 10 0                               | ...                               | ...                    | ...                                |
| RAJSHAH DIVISION.    | 13 Rajshahi    | 16 8                    | 16 8                   | 12 0                               | 24 0            | 22 8                   | 18 12                              | 12 0<br>15 6    | 12 0<br>12 12          | 9 12<br>12 12                      | ...                               | ...                    | ...                                |
|                      | 14 Dinajpur    | ...                     | 14 6                   | 12 0                               | ...             | ...                    | 13 5                               | 10 12           | 13 8                   | 9 9                                | ...                               | ...                    | ...                                |
|                      | 15 Jalpaiguri  | 11 8                    | 11 0                   | 10 8                               | ...             | ...                    | ...                                | 11 8            | 11 0                   | 10 8                               | ...                               | ...                    | ...                                |
|                      | 16 Darjeeling  | ...                     | ...                    | ...                                | ...             | ...                    | ...                                | 10 0            | 9 8                    | 9 0                                | ...                               | ...                    | ...                                |
|                      | 17 Rangpur     | 10 8                    | 10 8                   | 9 8                                | ...             | ...                    | ...                                | 9 8             | 10 8                   | 8 0                                | ...                               | ...                    | ...                                |
|                      | 18 Bogra       | 10 8                    | 10 8                   | 11 4                               | ...             | ...                    | ...                                | 12 0            | 11 4                   | 9 8                                | ...                               | ...                    | ...                                |
| DACCA DIVISION.      | 19 Pabna       | 15 12                   | 15 12                  | 16 8                               | 26 0            | 26 0                   | 22 8                               | 11 4            | 12 8                   | 9 15                               | ...                               | ...                    | ...                                |
|                      | 20 Dacca       | 12 0                    | 12 0                   | 11 0                               | 20 0            | 20 0                   | 14 0                               | 12 0            | 13 0                   | 8 2                                | ...                               | ...                    | ...                                |
|                      | 21 Mymensingh  | 12 0                    | 12 8                   | 10 0                               | 13 0            | 13 0                   | 10 0                               | 12 0            | 11 0                   | 8 0                                | ...                               | ...                    | ...                                |
|                      | 22 Faridpur    | 16 8                    | 16 0                   | 13 5                               | 22 0            | 20 0                   | 15 0                               | 11 8            | 11 4                   | 9 0                                | ...                               | ...                    | ...                                |
|                      | 23 Backergunge | ...                     | ...                    | ...                                | ...             | ...                    | ...                                | 12 0<br>13 8    | 11 4<br>13 8           | 8 8<br>11 12                       | ...                               | ...                    | ...                                |

- A. In the subdivisions the retail prices of salt per rupee are—Kalna 11 seers 3 chitaks; Katwa 11 seers 12 chitaks; Raniganj 10½ seers.  
B. At Rampur Hat the retail price of salt is 11½ seers per rupee.  
C. At Vishnupur the retail price of salt is 11½ seers per rupee.  
D. In the subdivisions the retail prices of salt per rupee are—Contai 10 seers; Tamluk 11 seers; Ghatal 11 seers 7 chitaks.  
E. In the subdivisions the retail prices of salt per rupee are—Serampore 10½ seers; Arambagh 10 seers 10 chitaks.  
F. At Ulubaria the retail price of salt is 10 seers 10½ chitaks per rupee.  
G. In the marts in the interior of the district the retail prices of salt per rupee are—Chetla 10 seers 10 chitaks; Barasat 11 seers; Badura 11 seers 8 chitaks; Moraghat 10 seers 10½ chitaks.  
H. In the subdivisions the retail prices of salt per rupee are—Kushtia 10½ seers; Chuadanga 10 seers 8 chitaks (puga); Meherpur 10 seers (karkach); Kanaghat 11 seers 4 chitaks (crushed).  
I. In the subdivisions the retail prices of salt per rupee are—Lalbagh 11 seers; Kand 11 seers; Jangipur 11 seers.  
J. In the subdivisions the retail prices of salt per rupee are—Jhenida 10½ seers; Magura 9½ seers; Narail 10 seers; Bangaon 10 seers 10 chitaks.

BEERS OF 80 TOLANS.

[illegible]



| KARONI OR KARUN<br>ITALIAN MILLET.<br>( <i>Setaria Italica.</i> ) |     |     |                             |     |     | GRAM, CHANA,<br>CHHOLA, KADALAY,<br>OR SUNAGA.<br>( <i>Cicer arietinum.</i> ) |     |    |                             |    |     |
|---|-----|-----|-----------------------------|-----|-----|---|-----|----|-----------------------------|----|-----|
| Present return.   |     |     | Next preceding re-<br>turn. |     |     | Present return.   |     |    | Next preceding re-<br>turn. |    |     |
| Corresponding re-<br>turn of last year.                           |     |     |                             |     |     | Corresponding re-<br>turn of last year.                                       |     |    |                             |    |     |
| S.  | Ch. | S.  | Ch.                         | S.  | Ch. | S.  | Ch. | S. | Ch.                         | S. | Ch. |
| ...   | ... | ... | ...                         | ... | ... | 15  | 12  | 16 | 0                           | 14 | 8   |
| ...   | ... | ... | ...                         | ... | ... | 16  | 0   | 16 | 0                           | 13 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 14  | 8   | 15 | 0                           | 13 | 2   |
| ...   | ... | ... | ...                         | ... | ... | 14  | 8   | 14 | 8                           | 13 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 12  | 0   | 12 | 0                           | 12 | 8   |
| ...   | ... | ... | ...                         | ... | ... | 14  | 0   | 14 | 0                           | 13 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 14  | 0   | 13 | 12                          | 14 | 0   |
| 8   | 0   | 8   | 6                           | 10  | 0   | 14  | 6   | 14 | 6                           | 13 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 20  | 0   | 20 | 0                           | 14 | 15  |
| ...   | ... | ... | ...                         | ... | ... | 21  | 0   | 21 | 8                           | 13 | 8   |
| ...   | ... | ... | ...                         | ... | ... | 17  | 0   | 16 | 0                           | 12 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 13  | 0   | 14 | 8                           | 9  | 8   |
| ...   | ... | ... | ...                         | ... | ... | 22  | 8   | 21 | 0                           | 13 | 8   |
| ...   | ... | ... | ...                         | ... | ... | 17  | 1   | 16 | 3                           | 14 | 8   |
| ...   | ... | ... | ...                         | ... | ... | 14  | 0   | 14 | 0                           | 13 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 11  | 0   | 11 | 0                           | 10 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 16  | 0   | 16 | 0                           | 12 | 8   |
| ...   | ... | ... | ...                         | ... | ... | 15  | 0   | 15 | 0                           | 12 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 15  | 0   | 15 | 0                           | 12 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 10  | 0   | 10 | 8                           | 11 | 12  |
| ...   | ... | ... | ...                         | ... | ... | 13  | 5   | 12 | 8                           | 10 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 16  | 0   | 16 | 0                           | 12 | 0   |
| ...   | ... | ... | ...                         | ... | ... | 12  | 0   | 12 | 0                           | 7  | 8   |

quarters Station Bazars of the Districts of Bengal on the 15th September 1902.

|  |                 |                                       |  |                 |                                       |                 |                 |                                       |                 |                 |                                       | WHOLESALE PRICES<br>PER MAUND OF 40<br>SEERS. |      |              | DISTRICTS. | Number. |
|--|-----------------|---------------------------------------|--|-----------------|---------------------------------------|-----------------|-----------------|---------------------------------------|-----------------|-----------------|---------------------------------------|---|------|--------------|------------|---------|
| INDIAN-CORN OR<br>MAIZE<br>(Zea mays.) |                 |                                       | ARHAR OR TUR,<br>CADJAN PEA.<br>(Cajanus indicus.) |                 |                                       | SALT.           |                 |                                       | SALT.           |                 |                                       |   |      |              |            |         |
| Present return.                        | Next<br>return. | Corresponding return<br>of last year. | Present return.                                    | Next<br>return. | Corresponding return<br>of last year. | Present return. | Next<br>return. | Corresponding return<br>of last year. | Present return. | Next<br>return. | Corresponding return<br>of last year. |   |      |              |            |         |
| S. Ch.                                 | S. Ch.          | S. Ch.                                | S. Ch.   | S. Ch.          | S. Ch.                                | S. Ch.          | S. Ch.          | S. Ch.                                | Rs. A. P.       | Rs. A. P.       | Rs. A. P.                             |   |      |              |            |         |
| ...                                    | ...             | ...                                   | 12 0   | 12 0            | 10 12                                 | A<br>11 4       | 11 4            | 11 0                                  | 3 4             | 0               | 3 4                                   | 0   | 3 10 | Burdwan.     | 1          |         |
| ...                                    | ...             | ...                                   | 16 0   | 16 0            | 8 0                                   | B<br>10 8       | 10 8            | 10 8                                  | 3 12            | 0               | 3 12                                  | 0   | 3 10 | Birbhum.     | 2          |         |
| ...                                    | ...             | ...                                   | 12 0   | 12 8            | 13 2                                  | C<br>11 0       | 11 8            | 10 10                                 | 3 10            | 0               | 3 7                                   | 0   | 3 12 | Bankura.     | 3          |         |
| ...                                    | ...             | ...                                   | ...  | ...             | 8 0                                   | D<br>10 8       | 10 8            | 10 0                                  | 3 8             | 0               | 3 8                                   | 0   | 3 11 | Midnapore.   | 4          |         |
| ...                                    | ...             | ...                                   | 8 0  | 8 0             | 8 0                                   | E<br>10 8       | 10 8            | 10 0                                  | 3 12            | 0               | 3 12                                  | 0   | 3 12 | Hooghly.     | 5          |         |
| ...                                    | ...             | ...                                   | 11 8   | 11 8            | 10 8                                  | F<br>10 8       | 10 8            | 10 8                                  | 3 12            | 0               | 3 12                                  | 0   | 3 10 | Howrah.      | 6          |         |
| ...                                    | ...             | ...                                   | 11 12  | 11 8            | 11 0                                  | G<br>10 10      | 10 10           | 10 11                                 | 3 4             | 0               | 3 5                                   | 0   | 3 10 | 24-Parganas. | 7          |         |
| 17 0                                   | 17 0            | 14 6                                  | 9 6  | 9 0             | 10 0                                  | H<br>11 0       | 11 0            | 11 0                                  | 3 6             | 0               | 3 6                                   | 0   | 3 8  | Calcutta.    | 8          |         |
| ...                                    | ...             | ...                                   | 11 6   | 10 0            | 9 2                                   | I<br>12 8       | 12 4            | 11 4                                  | 3 3             | 0               | 3 4                                   | 0   | 3 9  | Nadia.       | 9          |         |
| ...                                    | ...             | ...                                   | 12 0   | 12 0            | 9 0                                   | J<br>11 0       | 11 0            | 11 0                                  | 3 6             | 6               | 3 6                                   | 6   | 3 7  | Murshidabad. | 10         |         |
| ...                                    | ...             | ...                                   | 18 0   | 17 0            | 10 0                                  | K<br>10 0       | 10 0            | 9 6                                   | 3 12            | 0               | 3 12                                  | 0   | 3 14 | Jessore.     | 11         |         |
| ...                                    | ...             | ...                                   | 10 12  | 10 0            | 8 0                                   | L<br>10 0       | 10 0            | 10 0                                  | 3 12            | 0               | 3 12                                  | 0   | 3 12 | Khulna.      | 12         |         |
| ...                                    | ...             | ...                                   | 12 12  | 12 12           | 13 8                                  | M<br>10 5       | 10 5            | 9 12                                  | 3 13            | 4               | 3 13                                  | 4   | 4 0  | Rajahmahi.   | 13         |         |
| ...                                    | ...             | ...                                   | 10 12  | 11 6            | 8 4                                   | N<br>10 8       | 10 8            | 10 0                                  | 3 11            | 0               | 3 12                                  | 0   | 4 0  | Dinajpur.    | 14         |         |
| ...                                    | ...             | ...                                   | ...  | ...             | 10 0                                  | O<br>10 0       | 10 0            | 10 0                                  | 3 9             | 6               | 3 9                                   | 6   | 3 13 | Jalpaiguri.  | 15         |         |
| 22 0                                   | 20 0            | 24 10                                 | 6 8  | 7 0             | 6 8                                   | P<br>8 8        | 8 8             | 8 8                                   | 4 10            | 0               | 4 10                                  | 0   | 4 11 | Darjeeling.  | 16         |         |
| 13 0                                   | 13 0            | 11 8                                  | 10 0   | 10 0            | 6 12                                  | Q<br>10 8       | 10 8            | 9 0                                   | 3 12            | 0               | 3 12                                  | 0   | 4 0  | Rangpur.     | 17         |         |
| ...                                    | ...             | ...                                   | 13 8   | 13 8            | 12 0                                  | R<br>10 8       | 10 8            | 10 2                                  | 3 10            | 8               | 3 10                                  | 8   | 3 13 | Bogra.       | 18         |         |
| ...                                    | ...             | ...                                   | 9 0  | 9 0             | 7 8                                   | S<br>10 8       | 10 8            | 9 12                                  | 3 12            | 0               | 3 12                                  | 0   | 3 13 | Pabna.       | 19         |         |
| ...                                    | ...             | ...                                   | 10 0   | 10 0            | 9 0                                   | T<br>10 8       | 11 0            | 10 0                                  | 3 12            | 0               | 3 10                                  | 0   | 3 14 | Dacca.       | 20         |         |
| ...                                    | ...             | ...                                   | 9 0  | 8 8             | 7 8                                   | U<br>10 8       | 10 0            | 9 0                                   | 3 12            | 0               | 3 12                                  | 0   | 4 6  | Mymensingh.  | 21         |         |
| ...                                    | ...             | ...                                   | 13 0   | 13 0            | 10 0                                  | V<br>10 10      | 10 10           | 10 0                                  | 3 12            | 0               | 3 12                                  | 0   | 4 0  | Fariapur.    | 22         |         |
| ...                                    | ...             | ...                                   | ...  | ...             | ...                                   | W<br>10 0       | 10 0            | 10 0                                  | 3 10            | 0               | 3 10                                  | 0   | 3 10 | Backergunge. | 23         |         |

K. In the subdivisions the retail prices of salt per rupee are—Bagerhat 10 seers; Satkhira 11 seers.  
L. In the subdivisions the retail prices of salt per rupee are—Nator 10 seers 8 chitaks; Naugaon 9½ seers.  
M. No report from subdivision.  
N. At Alipur Duars the retail price of salt is 8 seers per rupee.  
O. The retail price of salt (panga) at Kurseong is 8 seers per rupee; Siliguri 9 seers.  
P. In the subdivisions the retail prices of salt per rupee are—Gaibanda 10 seers; Kurigram 8 seers; Nilphamari 10½ seers.  
Q. At Suraiganj the retail price of salt is 11 seers 10 chitaks per rupee.  
R. In the marts in the interior of the district the retail prices of salt per rupee are—Madanganj 11 seers 13 chitaks; Manikganj 9 seers; Mirkadam 11 seers 6 chitaks.  
S. In the subdivisions the retail prices of salt per rupee are—Kishorganj 10 seers 11 chitaks; Jamalpur 10 seers 5 chitaks; Tangail 9 seers; Netrokona 10 seers 12 chitaks.  
T. In the subdivisions the retail prices of salt per rupee are—Goalundo 10 seers; Madaripur 10½ seers (crushed).  
U. In the subdivisions the retail prices of salt per rupee are—Pirojpur 10 seers; Patuakhali 9 seers; Bhola 10 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

| Number.                |    | DISTRICTS.         | QUANTITIES PER RUPEE IN        |                                |                                    |                 |                                 |                                    |  |  |  |  |  |                                    |
|------------------------|----|--------------------|--------------------------------|--------------------------------|------------------------------------|-----------------|---------------------------------|------------------------------------|--|--|--|--|--|------------------------------------|
|                        |    |                    | WHEAT.                         |                                |                                    | BARLEY.         |                                 |                                    | RICE, COMMON.                                  |  |  | JOWAR OR CHOLUM<br>(Sorghum Vulgare).        |  |                                    |
|                        |    |                    | Present return.                | Next preceding return.         | Corresponding return of last year. | Present return. | Next preceding return.          | Corresponding return of last year. | Present return.                                | Next preceding return.                         | Corresponding return of last year.       | Present return.                              | Next preceding return.                       | Corresponding return of last year. |
| BENGAL—concluded.      |    | S. Ch.             | S. Ch.                         | S. Ch.                         | S. Ch.                             | S. Ch.          | S. Ch.                          | S. Ch.                             | S. Ch.   | S. Ch.   | S. Ch.                                   | S. Ch.                                       | S. Ch.                                       | S. Ch.                             |
| CHITTAGONG DIVISION.   | 24 | Tippera            | ...                            | ...                            | ...                                | ...             | ...                             | ...                                | 14 0   | 13 0   | <div>Aman<br/>7 4<br/>Aus<br/>10 0</div> | ...  | ...  | ...                                |
|                        | 25 | Noakhali           | ...                            | ...                            | ...                                | ...             | ...                             | ...                                | 11 8   | 11 0   | 10 0                                     | ...  | ...  | ...                                |
|                        | 26 | Chittagong         | ...                            | ...                            | ...                                | ...             | ...                             | ...                                | 12 11  | 12 11  | 10 8                                     | ...  | ...  | ...                                |
| BIHAR.                 |    |                    |                                |                                |                                    |                 |                                 |                                    |  |  |  |  |  |                                    |
| PATNA DIVISION.        | 27 | Patna              | 14 0                           | 14 0                           | 14 0                               | 19 12           | 19 0                            | 19 0                               | 12 0   | 11 0   | 12 0                                     | <div>White<br/>16 0<br/>Raksa<br/>28 0</div> | <div>White<br/>16 0<br/>Raksa<br/>20 0</div> | 17 0                               |
|                        | 28 | Gaya               | 13 4                           | 13 0                           | 13 0                               | 18 0            | 17 0                            | 17 0                               | 10 12  | 11 0   | 10 12                                    | ...  | 15 0   | 16 0                               |
|                        | 29 | Shahabad           | 13 0                           | 13 0                           | 12 0                               | 20 0            | 20 0                            | 16 0                               | 11 3   | 11 8   | 10 4                                     | ...  | ...  | ...                                |
|                        | 30 | Saran              | 15 0                           | 15 0                           | 13 0                               | 20 0            | 20 0                            | 17 0                               | 12 8   | 12 0   | 10 8                                     | ...  | ...  | ...                                |
|                        | 31 | Champaran          | 13 8                           | 13 0                           | 12 0                               | 23 0            | <div>22 0<br/>to<br/>24 0</div> | 24 8                               | 15 8   | 14 0   | 10 8                                     | ...  | ...  | ...                                |
|                        | 32 | Muzaffarpur        | 14 0                           | 14 0                           | 12 0                               | 19 0            | 19 0                            | 22 0                               | 11 8   | 11 8   | 11 0                                     | ...  | ...  | ...                                |
| BHAGALPUR DIVISION.    | 33 | Darbhanga          | 13 8                           | 14 4                           | 13 3                               | 19 12           | 19 12                           | ...                                | 12 9   | 12 0   | 13 3                                     | ...  | ...  | ...                                |
|                        | 34 | Monghyr            | 15 8                           | 14 8                           | 14 11                              | 23 0            | 25 0                            | 16 12                              | 10 8   | 10 8   | 12 0                                     | ...  | ...  | ...                                |
|                        | 35 | Bhagalpur          | 13 14                          | 13 14                          | 13 4                               | 19 0            | 19 0                            | 20 8                               | <div>Aghoni<br/>11 0<br/>Bhadol<br/>15 0</div> | <div>Aghoni<br/>10 8<br/>Bhadol<br/>15 0</div> | <div>11 4<br/>9 0</div>                  | ...  | ...  | ...                                |
|                        | 36 | Purnea             | 14 0                           | 14 0                           | 14 0                               | ...             | ...                             | ...                                | 12 8   | 12 0   | 10 0                                     | ...  | ...  | ...                                |
|                        | 37 | Malda              | 16 0                           | 16 0                           | ...                                | ...             | ...                             | ...                                | 12 8   | 12 0   | 10 0                                     | ...  | ...  | ...                                |
|                        | 38 | Sonthal large naa. | 11 8                           | 11 8                           | 10 0                               | 15 0            | 15 0                            | 15 0                               | 12 0   | 12 0   | 14 8                                     | ...  | ...  | ...                                |
| ORISSA.                |    |                    |                                |                                |                                    |                 |                                 |                                    |  |  |  |  |  |                                    |
| ORISSA DIVISION.       | 39 | Cuttack            | 11 2                           | 11 13                          | 11 2                               | ...             | ...                             | ...                                | 14 7   | 13 2   | 11 13                                    | ...  | ...  | ...                                |
|                        | 40 | Balasore           | 14 0                           | 14 0                           | ...                                | ...             | ...                             | ...                                | 14 0   | <div>13 8<br/>&amp;<br/>14 0</div>             | <div>10 8<br/>to<br/>11 0</div>          | ...  | ...  | ...                                |
|                        | 41 | Angul              | ...                            | ...                            | ...                                | ...             | ...                             | ...                                | 12 0   | 12 0   | ...                                      | ...  | ...  | ...                                |
|                        | 42 | Puri               | 10 8                           | 10 10                          | 10 8                               | ...             | ...                             | ...                                | 15 0   | 14 7   | 11 13                                    | ...  | ...  | ...                                |
| CHOTA NAGPUR.          |    |                    |                                |                                |                                    |                 |                                 |                                    |  |  |  |  |  |                                    |
| CHOTA NAGPUR DIVISION. | 43 | Hazaribagh         | 10 12                          | 10 12                          | 11 0                               | 13 8            | 13 8                            | 16 0                               | 10 12  | 10 12  | 11 0                                     | ...  | ...  | ...                                |
|                        | 44 | Ranchi             | <div>8 0<br/>to<br/>10 8</div> | <div>8 0<br/>to<br/>10 8</div> | <div>8 0<br/>to<br/>11 0</div>     | 11 0            | 14 0                            | <div>14 0<br/>to<br/>15 0</div>    | 14 0   | 14 0   | 13 8                                     | ...  | ...  | ...                                |
|                        | 45 | Palamau            | 11 4                           | 10 15                          | 9 0                                | 14 1            | 14 1                            | 13 8                               | 12 6   | 10 6   | 9 0                                      | ...  | ...  | ...                                |
|                        | 46 | Manbhum            | 12 0                           | 12 0                           | 12 0                               | 16 0            | 16 0                            | 16 0                               | 13 8   | 13 4   | 11 8                                     | 20 0   | 20 0   | ...                                |
|                        | 47 | Singbhum           | 11 0                           | 11 0                           | 10 0                               | ...             | ...                             | ...                                | 13 0   | 12 0   | 13 0                                     | ...  | ...  | ...                                |

- V. In the subdivisions the retail prices of salt per rupee are—Chandpur 9 seers; Brahmanbaria 10 seers.  
W. At Feni hat the retail price of salt is 10 seers per rupee.  
X. Return from Cox's Bazar not received.  
Y. In the subdivisions the retail prices of salt per rupee are—Barh 11½ seers; Dinapore 10½ seers; Bihar 10 seers.  
Z. In the subdivisions the retail prices of salt per rupee are—Jahanabad 10 seers; Nawada 10 seers; Aurangabad return not received.  
a. In the subdivisions the retail prices of salt per rupee are—Buxar 10 seers; Bhabua 10½ seers; Sasaram 11 seers.  
b. In the subdivisions the retail prices of salt per rupee are—Siwan 11 seers 6 chitaks; Gopalganj (Mirganj) 12 seers 2 chitaks.  
c. At Bettiah the retail price of salt is 10½ seers per rupee.  
d. In the subdivisions the retail prices of salt per rupee are—Hajipur 10½ seers; Sitamarhi 11 seers.  
e. In the subdivisions the retail prices of salt per rupee are—Samastipur 10 seers; Madhubani 10 seers 6 chitaks.  
f. In the subdivisions the retail prices of salt per rupee are—Begusarai 10½ seers; Jamui 10 seers 8 chitaks.

PEERS OF 80 TOLARS.

[illegible]



| KANGNI OR KAKUN,<br>ITALIAN MILLET.<br>( <i>Setaria Italica</i> .) |                             |                           | GRAM, CHANA,<br>CHHOLA, KADALAT<br>OR SUNAGA<br>( <i>Pennisetum</i> .)                         |                             |                           |
|--|-----------------------------|---------------------------|--|-----------------------------|---------------------------|
| Present return.  | Next preceding re-<br>turn. | re-<br>turn of last year. | Present return.  | Next preceding re-<br>turn. | re-<br>turn of last year. |
| S. Ch.   | S. Ch.                      | S. Ch.                    | S. Ch.   | S. Ch.                      | S. Ch.                    |
| ...  | ...                         | ...                       | ...  | ...                         | ...                       |
| ...  | ...                         | ...                       | 9 8  | 9 8                         | 8 0                       |
| ...  | ...                         | ...                       | 10 6   | 10 8                        | 9 8                       |
| 20 0   | 18 0                        | 20 0                      | 20 0   | 19 0                        | 15 0                      |
| 16 0   | 14 0                        | 20 0                      | 17 12  | 18 0                        | 16 0                      |
| ...  | ...                         | ...                       | 20 0   | 19 0                        | 16 0                      |
| 16 0   | 18 0                        | ...                       | 21 0   | 20 8                        | 16 0                      |
| ...  | ...                         | ...                       | 20 8   | 20 8                        | 18 8                      |
| ...  | ...                         | ...                       | 19 0   | 19 0                        | 16 0                      |
| ...  | ...                         | ...                       | 18 11  | 18 11                       | 17 9                      |
| ...  | ...                         | ...                       | 22 0   | 21 0                        | 15 12                     |
| ...  | ...                         | ...                       | 17 12  | 17 12                       | 15 4                      |
| ...  | ...                         | ...                       | Large<br>{ 15 0 15 0 11 8 }<br>Small<br>{ 16 6 16 0 13 0 }                                     |                             |                           |
| ...  | ...                         | ...                       | 20 0   | 21 0                        | 15 0                      |
| ...  | ...                         | ...                       | 14 0   | 14 0                        | 12 8                      |
| ...  | ...                         | ...                       | Biri or kalai.<br>16 6 15 12 13 2<br>Chhola.<br>13 8 14 0 112 0<br>Biri.<br>{ 16 0 16 0 11 8 } |                             |                           |
| ...  | ...                         | ...                       | 18 0   | 18 0                        | ...                       |
| ...  | ...                         | ...                       | 14 8   | 13 5                        | 11 13                     |
| ...  | ...                         | ...                       | 14 0   | 14 0                        | 12 0                      |
| ...  | ...                         | ...                       | { 12 4 }<br>to } 12 8 { 11 8<br>16 0 } 12 0 { 12 0   |                             |                           |
| ...  | ...                         | ...                       | 16 10  | 15 12                       | 10 11                     |
| ...  | ...                         | ...                       | 16 0   | 15 8                        | 13 0                      |
| ...  | ...                         | ...                       | 12 0   | 12 0                        | 9 0                       |

Station Bazars of the Districts of Bengal on the 15th September 1902—concl'd.

|   |                 |                                       |   |                  |                                       |                 |                 |                                       |                 | WHOLESALE PRICES<br>PER MAUND OF 40<br>SEERS. |                                       |    |                           |   | DISTRICTS. | Number. |
|---|-----------------|---------------------------------------|---|------------------|---------------------------------------|-----------------|-----------------|---------------------------------------|-----------------|---|---------------------------------------|----|---------------------------|---|------------|---------|
| INDIAN-CORN OR<br>MAIZE.<br>(Zea mays.) |                 |                                       | ARHAR OR THUR,<br>CAJIAN PEA.<br>(Cajanus Indicus.) |                  |                                       | SALT.           |                 |                                       | SALT.           |   |                                       |    |                           |   |            |         |
| Present return.                         | Next<br>return. | Corresponding return<br>of last year. | Present return.                                     | Next<br>return.  | Corresponding return<br>of last year. | Present return. | Next<br>return. | Corresponding return<br>of last year. | Present return. | Next<br>return.                               | Corresponding return<br>of last year. |    |                           |   |            |         |
| S. Ch.                                  | S. Ch.          | S. Ch.                                | S. Ch.  | S. Ch.           | S. Ch.                                | S. Ch.          | S. Ch.          | S. Ch.                                | Rs. A. P.       | Rs. A. P.                                     | Rs. A. P.                             |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | ...   | ...              | ...                                   | V<br>10 0       | 10 0            | 9 0 13 14 0                           | 3 14 0          | 4 8 0   |                                       |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | ...   | ...              | ...                                   | W<br>9 0        | 9 0             | 9 0 11 2 0                            | 4 2 0           | 4 8 0   |                                       |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | 8 0   | 8 0              | 8 10                                  | X<br>10 0       | 10 0            | 9 8 3 6 0                             | 3 6 0           | 3 14 0  |                                       |    |                           |   |            |         |
| 23 0                                    | 21 0            | 19 0                                  | 22 0  | 17 0             | 15 8                                  | Y<br>10 12      | 10 4            | 10 8 3 11 0                           | 3 11 0          | 3 12 0  |                                       |    |                           |   |            |         |
| 21 0                                    | 18 0            | 18 4                                  | 15 12   | 15 12            | 13 8                                  | Z<br>11 0       | 11 0            | 10 8 3 9 0                            | 3 9 6           | 3 13 0  |                                       |    |                           |   |            |         |
| 20 0                                    | 18 0            | ...                                   | 12 0  | 12 0             | 11 0                                  | a<br>10 0       | 10 0            | 10 8 4 0 0                            | 4 0 0           | 3 13 0  |                                       |    |                           |   |            |         |
| 20 0                                    | 20 0            | 18 0                                  | 21 0  | 15 8             | 12 0                                  | b<br>11 0       | 11 0            | 10 4 3 10 0                           | 3 10 2          | 3 14 6  |                                       |    |                           |   |            |         |
| 22 0                                    | 22 0            | 21 0                                  | 22 0  | 22 0             | 19 8                                  | c<br>10 8       | 10 8            | 10 0 3 13 0                           | 3 13 0          | 4 0 0   |                                       |    |                           |   |            |         |
| 22 0                                    | 20 0            | 20 0                                  | 13 0  | 13 8             | 13 0                                  | d<br>10 0       | 10 0            | 9 12 4 0 0                            | 4 0 0           | 4 0 0   |                                       |    |                           |   |            |         |
| 24 4                                    | 22 0            | 24 3                                  | 13 3  | 14 4             | 12 0                                  | e<br>11 0       | 11 0            | 10 0 3 10 0                           | 3 10 0          | 3 8 0   |                                       |    |                           |   |            |         |
| 28 0                                    | 29 0            | 19 15                                 | 11 0  | 11 0             | 17 13                                 | f<br>10 0       | 10 8            | 10 8 4 0 0                            | 3 14 6          | 3 6 6   |                                       |    |                           |   |            |         |
| 21 8                                    | 21 8            | 20 0                                  | 12 10   | 12 10            | 10 8                                  | g<br>10 12      | 10 12           | 10 0 3 10 0                           | 3 10 0          | 3 12 0  |                                       |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | 10 0  | 10 0             | 8 0                                   | h<br>10 0       | 9 8             | 10 0 4 0 0                            | 4 0 0           | 4 0 0   |                                       |    |                           |   |            |         |
| 32 0                                    | ...             | 20 0                                  | 13 0  | 13 0             | 9 8                                   | i<br>10 0       | 10 0            | 9 8 3 12 0                            | 3 14 0          | 4 0 0   |                                       |    |                           |   |            |         |
| New<br>43 0                             | ...             | 15 0                                  | 18 0  | 18 0             | 11 8                                  | j<br>10 8       | 10 8            | 9 8 4 0 0                             | 4 0 0           | 4 0 0   |                                       |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | 15 1  | 15 1             | 13 2                                  | k<br>13 0       | 12 0            | 13 0 3 0 0                            | 3 0 0           | 3 2 0   |                                       |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | 10 0  | 10 12            | 8 0<br>to<br>9 8                      | l<br>11 0       | 11 0            | 10 8 3 8 0                            | 3 8 0           | 3 12 0  |                                       |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | 15 0  | 15 0             | ...                                   | m<br>7 8        | 8 0             | ...                                   | 1 ...           | ...   |                                       |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | 10 8  | 9 3              | 7 4                                   | n<br>13 0       | 13 0            | 13 8 3 1 0                            | 3 1 0           | 2 14 0  |                                       |    |                           |   |            |         |
| 14 8                                    | 14 8            | 18 0                                  | 9 8   | 9 8              | 9 0                                   | ...             | 8 8             | 8 0 4 7 0                             | 4 7 0           | 5 0 0   |                                       |    |                           |   |            |         |
| 17 0                                    | 17 0            | 14 0                                  | 6 0<br>to<br>6 8                                    | 6 0<br>to<br>6 8 | 6 0<br>to<br>6 12                     | ...             | 9 12            | 9 12 9 6 4 1 0                        | 4 1 0           | 4 6 0   |                                       |    |                           |   |            |         |
| 12 8                                    | 13 8            | 11 13                                 | 11 4  | 11 4             | 10 2                                  | ...             | 10 2            | 8 7 1 ...                             | ...             | ...   |                                       |    |                           |   |            |         |
| 20 0                                    | ...             | ...                                   | 12 0  | 11 8             | 10 0                                  | ...             | 10 12           | 10 10 10 0 3 8 0                      | 3 10 0          | 3 14 0  |                                       |    |                           |   |            |         |
| ...                                     | ...             | ...                                   | 10 0  | 10 0             | 8 0                                   | ...             | 9 0             | 9 0 4 4 0                             | 4 4 0           | 3 8 0   |                                       |    |                           |   |            |         |
| BENGAL—concluded                        |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       |    |                           |   |            |         |
| Tipi c. a.                              |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 24 | CHITTAGONG<br>DIVISION.   | } |            |         |
| Noakhali.                               |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 25 |                           |   |            |         |
| Chittagong.                             |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 26 |                           |   |            |         |
| BIHAR.                                  |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       |    |                           |   |            |         |
| Patna.                                  |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 27 | PAWA DIVISION.            | } |            |         |
| Gaya.                                   |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 28 |                           |   |            |         |
| Shahabad.                               |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 29 |                           |   |            |         |
| Saran.                                  |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 30 |                           |   |            |         |
| Champaran.                              |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 31 |                           |   |            |         |
| Muzaffarpur.                            |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 32 |                           |   |            |         |
| Darbhanga.                              |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 33 |                           |   |            |         |
| Monghyr.                                |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 34 |                           |   |            |         |
| Bhagalpur.                              |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 35 |                           |   |            |         |
| Puricoa.                                |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 36 |                           |   |            |         |
| Malda.                                  |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 37 | BHAGALPUR DIVISION.       | } |            |         |
| Sonthal Parganae.                       |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 38 |                           |   |            |         |
| ORISSA.                                 |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       |    |                           |   |            |         |
| Cuttack.                                |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 39 | ORISSA DIVISION.          | } |            |         |
| Balasore.                               |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 40 |                           |   |            |         |
| Angul.                                  |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 41 |                           |   |            |         |
| Puri.                                   |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 42 |                           |   |            |         |
| CHOTA NAGPUR.                           |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       |    |                           |   |            |         |
| Hazaribagh.                             |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 43 | CHOTA NAGPUR<br>DIVISION. | } |            |         |
| Ranchi.                                 |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 44 |                           |   |            |         |
| Palamu.                                 |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 45 |                           |   |            |         |
| Manbhum.                                |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 46 |                           |   |            |         |
| Singhbhum.                              |                 |                                       |   |                  |                                       |                 |                 |                                       |                 |   |                                       | 47 |                           |   |            |         |

g. In the subdivisions the retail prices of salt per rupee are—Banka 10 seers; Madhipura 10 seers; Supaul 10 seers.  
h. In the subdivisions the retail prices of salt per rupee are—Kishanganj 9 seers; Arraria 9 seers.  
i. At Ballia Nawabganj the retail price of salt is 10 seers per rupee.  
j. In the subdivisions the retail prices of salt per rupee are—Deoghur 10 seers (panga); Godda 10 seers; Jamtara 11 seers; Pakaur 11 seers (karkatch); Rajmahal 11 seers.  
k. In the subdivisions the retail prices of salt per rupee are—Jajpur 10 seers 8 chitaks (panga); Kendrapara 10 seers (panga).  
l. At Bhadrak the retail price of salt is 10½ seers per rupee.  
m. In the marts in the interior of the district the retail prices of salt per rupee are—Sankhpur 8½ seers; Basipara 9 seers.  
n. At Khurda the retail price of salt is 13 seers per rupee.  
o. Gobindpur return not received.

| Number. | MARKS.      | RICE (BEST SORT). |                        |                                    | COMMON RICE (mota chaul). |                        |                                    | WHEAT ( <i>Triticum sativum</i> ). |                        |                                    | BARLEY ( <i>Hordeum vulgare</i> ). |                        |                                    |
|---------|-------------|-------------------|------------------------|------------------------------------|---------------------------|------------------------|------------------------------------|------------------------------------|------------------------|------------------------------------|------------------------------------|------------------------|------------------------------------|
|         |             | Present return.   | Next preceding return. | Corresponding return of last year. | Present return.           | Next preceding return. | Corresponding return of last year. | Present return.                    | Next preceding return. | Corresponding return of last year. | Present return.                    | Next preceding return. | Corresponding return of last year. |
|         |             |                   |                        |                                    |                           |                        |                                    |                                    |                        |                                    |                                    |                        |                                    |
| 1       | 2           | 3                 | 4                      | 5                                  | 6                         | 7                      | 8                                  | 9                                  | 10                     | 11                                 | 12                                 | 13                     | 14                                 |
|         |             | Rs. A. P.         | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                 | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                          | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                          | Rs. A. P.              | Rs. A. P.                          |
| 1       | Calcutta    | 5 4 0             | 5 4 0                  | 5 4 0                              | 3 12 0                    | 3 12 0                 | 4 4 0                              | 3 8 0                              | 3 0                    | 3 8 0                              | 2 6 0                              | 2 6 0                  | 2 6 0                              |
| 2       | Burdwan     | 4 12 0            | 5 0 0                  | 4 12 0                             | 3 9 0                     | 3 11 0                 | 3 8 0                              | ...                                | ...                    | ...                                | ...                                | ...                    | ...                                |
| 3       | Midnapore   | 4 0 0             | 4 0 0                  | 4 8 0                              | 3 4 0                     | 3 3 0                  | 3 10 0                             | ...                                | ...                    | ...                                | ...                                | ...                    | ...                                |
| 4       | Pabna       | 6 10 0            | 6 10 0                 | 6 11 0                             | 3 8 6                     | 3 5 0                  | 4 0 0                              | 2 8 6                              | 2 8 6                  | 2 6 9                              | ...                                | ...                    | ...                                |
| 5       | Rangpur     | 5 0 0             | 5 0 0                  | 7 0 0                              | 4 0 0                     | 3 12 0                 | 4 8 0                              | 3 12 0                             | 3 12 0                 | 3 12 0                             | ...                                | ...                    | ...                                |
| 6       | Dacca       | 4 0 0             | 4 0 0                  | 5 8 0                              | 3 6 0                     | 3 4 0                  | 4 13 0                             | 3 4 0                              | 3 4 0                  | 3 8 0                              | 2 0 0                              | 2 0 0                  | 2 12 0                             |
| 7       | Chittagong  | ...               | ...                    | ...                                | 3 6 0                     | 3 6 0                  | 3 12 0                             | ...                                | ...                    | ...                                | ...                                | ...                    | ...                                |
| 8       | Patna       | 3 15 0            | 3 12 0                 | 4 2 6                              | 3 4 0                     | 3 10 0                 | 3 5 6                              | 2 13 0                             | 2 13 6                 | 2 12 0                             | 2 0 0                              | 2 1 0                  | 2 1 0                              |
| 9       | Muzaffarpur | 5 0 0             | 5 0 0                  | 4 7 0                              | 3 5 3                     | 3 5 3                  | 3 5 3                              | 2 12 0                             | 2 12 0                 | 3 3 0                              | ...                                | 2 0 0                  | 1 11 6                             |
| 10      | Bhagalpur   | 4 3 6             | 4 3 0                  | 4 3 6                              | 3 10 6                    | 3 8 0                  | 3 8 3                              | 2 14 0                             | 2 14 0                 | 3 0 0                              | 2 0 6                              | 2 0 0                  | 2 0 0                              |
| 11      | Cuttack     | 4 4 0             | 4 4 0                  | 3 15 0                             | 2 13 0                    | 2 13 0                 | 3 3 0                              | 3 4 6                              | 3 3 0                  | 3 6 0                              | ...                                | ...                    | ...                                |
| 12      | Ranchi      | 4 10 9            | 4 10 9                 | 4 3 6                              | 2 13 6                    | 2 13 6                 | 2 15 0                             | { 4 3 0<br>to<br>5 0 0             | { 4 3 0<br>to<br>5 0 0 | { 3 10 0<br>to<br>5 0 0            | 3 10 0                             | 2 13 6                 | { 2 13 8<br>to<br>2 14 8           |

CALCUTTA,  
The 22nd September 1902.

| JUAR OR CHOLUM ( <i>Sorghum vulgare</i> ). |                        |                                    | BAJRA OR CUMBU ( <i>Pennisetum typhoides</i> ). |                        |                                    | MARUA OR RAGI ( <i>Eleusine corocana</i> ). |                        |                                    | GRAM, CHANA, CHOLA, KADALAY, OR SUNAGA ( <i>Cicer arietinum</i> ). |                        |                                    |
|--|------------------------|------------------------------------|---|------------------------|------------------------------------|---|------------------------|------------------------------------|--|------------------------|------------------------------------|
| Present return.                            | Next preceding return. | Corresponding return of last year. | Present return.                                 | Next preceding return. | Corresponding return of last year. | Present return.                             | Next preceding return. | Corresponding return of last year. | Present return.  | Next preceding return. | Corresponding return of last year. |
| 15   | 16                     | 17                                 | 18  | 19                     | 20                                 | 21  | 22                     | 23                                 | 24   | 25                     | 26                                 |
| Rs. A. P.                                  | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                                       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                                   | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.  | Rs. A. P.              | Rs. A. P.                          |
| 2 6 0                                      | 2 6 0                  | 2 4 0                              | 2 8 0   | 2 8 0                  | 3 4 0                              | ...   | ...                    | ...                                | 2 8 0  | 2 8 0                  | 2 12 0                             |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 2 8 0  | 2 6 0                  | 2 12 0                             |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 2 8 0  | 2 8 0                  | 3 0 0                              |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 2 10 6   | 2 10 6                 | 3 5 0                              |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 2 8 0  | 2 8 0                  | 3 2 0                              |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 4 0 0  | 4 0 0                  | 3 3 0                              |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 3 8 0  | 3 6 0                  | 3 14 0                             |
| White.<br>2 7 0                            | 2 7 0                  | 2 5 0                              | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 2 15 0   | 2 1 6                  | 2 9 6                              |
| Rakma.<br>1 7 0                            | 1 15 0                 |                                    | ...   | ...                    | ...                                | ...   | ...                    | ...                                | ...  | ...                    | ...                                |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | 1 10 6                                      | 1 13 0                 | 1 9 6                              | 2 0 0  | 2 0 0                  | 2 5 6                              |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 2 4 0  | 2 4 0                  | 2 10 0                             |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 2 5 6  | 2 6 8                  | 2 14 0                             |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 3 1 0<br>to  | 3 3 2                  | 3 3 0<br>to                        |
| ...  | ...                    | ...                                | ...   | ...                    | ...                                | ...   | ...                    | ...                                | 3 4 7  |                        | 3 7 0                              |



| PRICE PER MAUND                              |                        |                                    |  |                        |                                    |                 |                        |                                    |                      |                        |                                    |
|--|------------------------|------------------------------------|--|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|----------------------|------------------------|------------------------------------|
| INDIAN-CORN OR MAIZE<br>( <i>Zea mays</i> ). |                        |                                    | ARHAR DAL OR THUR—<br>CADJAN PEA ( <i>Cajanus indicus</i> ). |                        |                                    | LINSEED.        |                        |                                    | MUSTARD AND RAPSEED. |                        |                                    |
| Present return.                              | Next preceding return. | Corresponding return of last year. | Present return.  | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return.      | Next preceding return. | Corresponding return of last year. |
| 27   | 28                     | 29                                 | 30   | 31                     | 32                                 | 33              | 34                     | 35                                 | 36                   | 37                     | 38                                 |
| Rs. A. P.                                    | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.  | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.            | Rs. A. P.              | Rs. A. P.                          |
| 2 4 0  | 2 2 0                  | 2 10 0                             | 4 0 0  | 4 4 0                  | 3 12 0                             | 6 12 0          | 6 12 0                 | 7 0 0                              | 5 0 0                | 5 0 0                  | 4 12 0                             |
| ...  | ...                    | ...                                | 3 3 0  | 3 3 0                  | 3 12 0                             | ...             | ...                    | ...                                | 4 4 0                | 4 6 0                  | 5 0 0                              |
| ...  | ...                    | ...                                | 4 0 0  | 4 0 0                  | 4 12 0                             | 6 8 0           | 6 8 0                  | 5 8 0                              | 4 10 0               | 4 10 0                 | 4 0 0                              |
| ...  | ...                    | ...                                | 4 5 0  | 4 5 0                  | 5 5 0                              | 4 8 0           | 4 8 0                  | 6 0 0                              | 4 12 0               | 4 12 0                 | 5 4 0                              |
| 3 2 0  | 3 2 0                  | 3 4 0                              | 4 0 0  | 4 0 0                  | 5 4 0                              | ...             | ...                    | ...                                | 4 12 0               | 4 14 0                 | 4 4 0                              |
| ...  | ...                    | ...                                | 4 0 0  | 4 0 0                  | 4 4 0                              | ...             | ...                    | ...                                | 6 4 0                | 6 4 0                  | 5 9 0                              |
| ...  | ...                    | ...                                | 4 8 0  | 4 12 0                 | 5 4 0                              | ...             | ...                    | ...                                | 4 8 0                | 4 8 0                  | 5 4 0                              |
| 1 11 6                                       | 1 14 0                 | 2 1 0                              | 1 13 0   | 2 5 0                  | 2 8 0                              | 5 0 0           | 6 0 0                  | 5 10 0                             | 4 3 0                | 4 6 0                  | 5 0 0                              |
| 1 11 9                                       | 1 15 3                 | 1 14 6                             | 2 15 8   | 2 13 9                 | 2 15 3                             | ...             | ...                    | ...                                | ...                  | ...                    | ...                                |
| 1 14 6                                       | 1 14 6                 | 1 15 0                             | 3 2 0  | 3 2 0                  | 3 12 0                             | 6 0 0           | 6 0 0                  | ...                                | 4 0 6                | 4 6 0                  | 5 0 0                              |
| ...  | ...                    | ...                                | 2 8 0  | 2 7 0                  | 2 14 6                             | ...             | ...                    | ...                                | 4 0 0                | 4 0 0                  | 5 0 0                              |
| ...  | ...                    | ...                                | 6 2 6  | 6 2 6                  | 5 15 0                             | ...             | ...                    | ...                                | 4 4 9                | 4 4 9                  | 4 5 0                              |
| ...  | ...                    | ...                                | 6 10 0   | 6 10 0                 | 6 10 6                             | 6 10 0          | 6 10 0                 | 5 0 0                              | 5 0 0                | 5 0 0                  | 5 2 0                              |

STANDARD SEERS.

| TIL OR JINJILI SEED. |                        |                                    | SUGAR (RAW).             |                          |                                    | COTTON, CLEANED. |                        |                                    | JUTE            |                        |                                    |
|----------------------|------------------------|------------------------------------|--------------------------|--------------------------|------------------------------------|------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return.      | Next preceding return. | Corresponding return of last year. | Present return.          | Next preceding return.   | Corresponding return of last year. | Present return.  | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 39                   | 40                     | 41                                 | 42                       | 43                       | 44                                 | 45               | 46                     | 47                                 | 48              | 49                     | 50                                 |
| Rs. A. P.            | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                | Rs. A. P.                | Rs. A. P.                          | Rs. A. P.        | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          |
| 4 8 0                | 4 12 0                 | 4 12 0                             | 4 4 0                    | 4 4 0                    | 4 0 0                              | 15 0 0           | 15 0 0                 | 17 0 0                             | 5 4 0           | 5 4 0                  | 4 12 0                             |
| ...                  | ...                    | ...                                | 4 0 0                    | 4 0 0                    | 4 4 0                              | 10 0 0           | 20 0 0                 | 17 12 0                            | ...             | ...                    | ...                                |
| ...                  | ...                    | ...                                | { 3 4 0<br>to<br>3 8 0 } | { 3 4 0<br>to<br>3 8 0 } | { 3 8 0<br>to<br>4 0 0 }           | 20 0 0           | 20 0 0                 | 20 0 0                             | ...             | ...                    | ...                                |
| ...                  | ...                    | ...                                | 3 13 0                   | 3 10 0                   | 4 8 0                              | 21 0 0           | 21 0 0                 | 20 0 0                             | 4 14 0          | 5 2 0                  | 5 0 0                              |
| ...                  | ...                    | ...                                | 4 0 0                    | 4 0 0                    | 6 4 0                              | ...              | ...                    | ...                                | 4 8 0           | 4 0 0                  | 5 0 0                              |
| ...                  | ...                    | ...                                | 4 4 0                    | 4 2 0                    | 5 14 0                             | ...              | ...                    | ...                                | 4 8 0           | 4 8 0                  | 5 0 0                              |
| ...                  | ...                    | ...                                | 4 12 0                   | 5 0 0                    | 5 10 0                             | 14 8 0           | 14 8 0                 | 14 8 0                             | ...             | ...                    | ...                                |
| 5 11 0               | 5 10 0                 | 4 14 0                             | 2 12 0                   | 2 12 0                   | 3 8 0                              | 15 0 0           | 15 0 0                 | 16 0 0                             | 3 8 0           | 4 4 0                  | 3 12 0                             |
| ...                  | ...                    | ...                                | 2 10 6                   | 2 10 6                   | 3 10 0                             | ...              | ...                    | ...                                | ...             | ...                    | ...                                |
| ...                  | ...                    | ...                                | 4 1 0                    | 4 1 0                    | 5 5 0                              | 19 0 0           | 19 0 0                 | 17 0 0                             | ...             | ...                    | ...                                |
| 4 2 0                | 4 1 0                  | 4 6 0                              | 4 8 0                    | 4 8 0                    | 4 8 0                              | 20 0 0           | 20 0 0                 | 22 0 0                             | ...             | ...                    | ...                                |
| ...                  | ...                    | ...                                | { 4 0 0<br>to<br>4 7 0 } | { 4 0 0<br>to<br>5 0 0 } | { 4 0 0<br>to<br>5 0 0 }           | 20 0 0           | 20 0 0                 | 22 12 0                            | ...             | ...                    | ...                                |

|                         |                        |                                    |                 |                        |                                    | HIDES (COW).   |                        |                                    | GRASS.   |                        |                                    |
|-------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|--|------------------------|------------------------------------|--|------------------------|------------------------------------|
| GHI (CLARIFIED BUTTER). |                        |                                    | TOBACCO LEAF.   |                        |                                    |  |                        |                                    |  |                        |                                    |
| Present return.         | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return.  | Next preceding return. | Corresponding return of last year. | Present return.  | Next preceding return. | Corresponding return of last year. |
| 51                      | 52                     | 53                                 | 54              | 55                     | 56                                 | 57   | 58                     | 59                                 | 60   | 61                     | 62                                 |
| Rs. A. P.               | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.  | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.  | Rs. A. P.              | Rs. A. P.                          |
| 29 0 0                  | 39 0 0                 | 40 0 0                             | 9 0 0           | 9 0 0                  | 9 0 0                              | 250 0 0  | 250 0 0                | 250 0 0                            | 0 14 0   | 1 0 0                  | 0 13 0                             |
| 32 0 0                  | 30 0 0                 | 41 0 0                             | ...             | ...                    | ...                                | ...  | ...                    | ...                                | ...  | ...                    | ...                                |
| 80 0 0                  | 30 8 0                 | 41 0 0                             | 5 8 0           | 5 8 0                  | 5 8 0                              | Uncleaned hide per piece.<br>1 0 0 to 1 0 0 to 1 0 0<br>2 8 0 to 2 8 0 to 2 2 0    |                        |                                    | ...  | ...                    | ...                                |
| 53 0 0                  | 53 0 0                 | 54 0 0                             | 6 12 0          | 6 10 0                 | 7 8 0                              | Cleaned hide per piece.<br>1 4 0 to 1 4 0 to 1 2 0 to<br>2 12 0 to 2 12 0 to 2 4 0 |                        |                                    | ...  | ...                    | ...                                |
| 26 0 0                  | 36 0 0                 | 42 0 0                             | 6 8 0           | 6 8 0                  | 7 0 0                              | ...  | ...                    | ...                                | 0 2 6  | 0 2 6                  | 0 2 6                              |
| 40 0 0                  | 40 0 0                 | 45 0 0                             | 7 8 0           | 7 8 0                  | 8 0 0                              | 25 0 0   | 25 0 0                 | 25 0 0                             | 0 4 0  | 0 3 0                  | 0 3 0                              |
| 32 8 0                  | 32 8 0                 | 43 0 0                             | 7 0 0           | 7 8 0                  | 11 0 0                             | 16 0 0   | 16 8 0                 | 18 4 0                             | ...  | ...                    | ...                                |
| 30 0 0                  | 30 0 0                 | 35 0 0                             | 4 0 0           | 4 0 0                  | 3 0 0                              | ...  | ...                    | ...                                | 0 4 0  | 0 4 0                  | 0 4 0                              |
| 29 1 6                  | 29 1 6                 | 35 9 0                             | 8 0 0           | 8 0 0                  | 8 0 0                              | ...  | ...                    | ...                                | ...  | ...                    | ...                                |
| 32 0 0                  | 32 0 0                 | 40 0 0                             | 8 0 0           | 8 0 0                  | ...                                | ...  | ...                    | ...                                | ...  | ...                    | ...                                |
| 33 12 0                 | 34 8 0                 | 39 12 0                            | 4 4 0           | 4 4 0                  | 4 4 0                              | 25 0 0   | 25 0 0                 | 25 0 0                             | 0 7 0  | 0 7 0                  | 0 8 0                              |
| 30 7 6                  | 30 7 6                 | 37 10 0                            | 6 10 0          | 6 10 0                 | 6 8 0                              | 1 0 0  | 1 0 0                  | 1 4 0                              | Per piece.<br>1 0 0 to 1 0 0 to 1 4 0<br>1 8 0 to 1 8 0 to 2 4 0 |                        |                                    |
| 36 0 0                  | 36 0 0                 | 45 11 0                            | 13 5 3          | 13 5 3                 | 13 5 0                             | 1 8 0  | 1 8 0                  | 2 4 0                              | 0 2 8  | 0 3 3                  | 0 3 1                              |

the undermentioned Marts of Bengal on the 15th September 1902.

| STRAW.                |                        |                                    | JUAR STALKS.    |                        |                                    | PRICES PER MAUND OF 40 STANDARD SEERS. |                        |                                    |                 |                        |                                    |                 |                        |                                    | MARTS.         |
|-----------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|--|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|----------------|
|                       |                        |                                    |                 |                        |                                    | IRON.                                  |                        |                                    | FIREWOOD.       |                        |                                    | SALT.           |                        |                                    |                |
| Present return.       | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return.                        | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |                |
| 63                    | 64                     | 65                                 | 66              | 67                     | 68                                 | 69                                     | 70                     | 71                                 | 72              | 73                     | 74                                 | 75              | 76                     | 77                                 | 78             |
| A. P.                 | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.                              | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          | Rs. A. P.       | Rs. A. P.              | Rs. A. P.                          |                |
| 0 12 0                | 0 12 0                 | 0 14 0                             | ...             | ...                    | ...                                | 5 12 0                                 | 5 12 0                 | 5 4 0                              | 0 8 0           | 0 8 0                  | 0 8 0                              | 3 6 0           | 3 6 0                  | 3 8 0                              | 1. Calcutta    |
| 0 12 0                | 0 12 0                 | 0 14 0                             | ...             | ...                    | ...                                | ...                                    | ...                    | ...                                | 0 8 0           | 0 8 0                  | 0 5 6                              | 3 4 0           | 3 4 0                  | 3 10 0                             | 2. Burdwan.    |
| 0 4 3                 | 0 4 8                  | 0 9 6                              | ...             | ...                    | ...                                | 3 12 0<br>to<br>4 4 0                  | 3 12 0<br>to<br>4 4 0  | 4 0 0<br>to<br>5 0 0               | 0 4 0           | 0 4 0                  | 0 4 0                              | 3 8 0           | 3 8 0                  | 3 11 0                             | 3. Midnapore.  |
| 1 0 0                 | 1 0 0                  | 1 0 0                              | ...             | ...                    | ...                                | 7 0 0                                  | 7 0 0                  | 7 4 0                              | 0 10 0          | 0 10 0                 | 0 8 0                              | 3 12 0          | 3 12 0                 | 3 13 0                             | 4. Pabna.      |
| 0 7 0                 | 0 7 0                  | 0 7 0                              | ...             | ...                    | ...                                | 7 0 0                                  | 7 0 0                  | 7 0 0                              | 0 5 0           | 0 5 0                  | 0 5 0                              | 3 12 0          | 3 12 0                 | 0 4 0                              | 5. Rangpur.    |
| ...                   | ...                    | ...                                | ...             | ...                    | ...                                | 5 0 0                                  | 5 0 0                  | 6 0 0                              | 0 5 3           | 0 5 3                  | 0 5 3                              | 3 12 0          | 3 10 0                 | 3 14 0                             | 6. Dacca.      |
| ...                   | ...                    | ...                                | ...             | ...                    | ...                                | 4 12 0                                 | 4 12 0                 | 5 8 0                              | ...             | ...                    | ...                                | 3 6 0           | 3 6 0                  | 3 14 0                             | 7. Chittagong. |
| ...                   | ...                    | ...                                | ...             | ...                    | ...                                | 4 0 0                                  | 5 0 0                  | 5 0 0                              | 0 7 0           | 0 7 0                  | 0 6 0                              | 3 11 0          | 3 11 0                 | 3 12 0                             | 8. Patna.      |
| ...                   | ...                    | ...                                | ...             | ...                    | ...                                | 5 11 6                                 | 5 11 6                 | 5 11 6                             | 0 4 0           | 0 4 0                  | 0 4 0                              | 4 0 0           | 4 0 0                  | 0 4 0                              | 9. Muzaffarpur |
| ...                   | ...                    | ...                                | ...             | ...                    | ...                                | 5 0 0                                  | 5 0 0                  | 5 0 0                              | 0 5 9           | 0 5 9                  | 0 6 3                              | 3 10 0          | 3 10 0                 | 3 12 0                             | 10. Bhagalpur. |
| 0 7 0                 | 0 7 0                  | 0 8 0                              | ...             | ...                    | ...                                | 4 8 0                                  | 4 11 0                 | 4 5 0                              | 0 4 0           | 0 4 0                  | 0 4 0                              | 3 0 0           | 3 0 0                  | 3 2 0                              | 11. Cuttack.   |
| 0 8 0<br>to<br>0 10 0 | 0 9 0                  | ...                                | ...             | ...                    | ...                                | 5 10 0                                 | 5 10 0                 | 6 0 0                              | 0 4 0           | 0 4 0                  | 0 4 0                              | 4 1 0           | 4 1 0                  | 4 6 0                              | 12. Ranchi.    |

W. C. MACPHERSON,  
Offg. Secretary to the Govt. of Bengal.



GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 20th September 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. |     |     | WEEK ENDING SATURDAY, THE<br>20TH SEPTEMBER 1902. |                     |          | WEEK ENDING SATURDAY, THE<br>21ST SEPTEMBER 1901. |                     |          |
|------------------|-----|-----|---|---------------------|----------|---|---------------------|----------|
|                  |     |     | Number of<br>boats.                               | Weight of<br>cargo. | Tollage. | Number of<br>boats.                               | Weight of<br>cargo. | Tollage. |
|                  |     |     |   |                     |          |   |                     |          |
|                  |     |     |   | Mds.                | Rs.      |   | Mds.                | Rs.      |
| Rice and paddy   | ... | ... | 658   | 85,725              | 1,183    | 473   | 60,530              | 805      |
| Jute             | ... | ... | 298   | 57,475*             | 834      | 271   | 59,775†             | 974      |
| Firewood         | ... | ... | 51  | 33,825              | 498      | 96  | 52,700              | 796      |
| Other articles   | ... | ... | 711   | 1,64,887½           | 2,029    | 508   | 1,07,060            | 1,333    |
| Total            | ..  | ..  | 1,721   | 3,41,912½           | 4,644    | 1,348   | 2,80,065            | 3,888    |

\* Weight by canal measurement, 5,768½ maunds.

† Ditto ditto, 57,762½ "

Results of the Meteorological Observations taken at the Alipore Observatory from 14th to 20th September 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 32° Fahr. | TEMPERATURE. |          |        |          | HYGROMETRY.    |                 |            |           | WIND.                     |                 | Rain.   | WEATHER.                         |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|---------------------------|-----------------|---------|----------------------------------|
|        |       |                 |                                     |                                      | Mean.        | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction.     | Miles recorded. |         |                                  |
| 1902.  |       |                 |                                     | Inches.                              | °            | °        | °      | °        | °              | Inches.         | °          | %         |                           |                 | Inches. |                                  |
| Sept.  | 14th  | 148.9           | 5.5                                 | 29.747                               | 84.3         | 90.2     | 10.7   | 79.5     | 81.4           | 1.034           | 80.3       | 88        | S by W and SSW            | 93              | 0.42    | Partially cloudy, o, p.          |
| "      | 15th  | 151.7           | 3.3                                 | .746                                 | 84.6         | 89.9     | 9.7    | 80.2     | 81.7           | 1.043           | 80.5       | 88        | SSW, SW by W and SW by S. | 66              | Nil     | Chiefly cloudy.                  |
| "      | 16th  | 150.4           | 5.1                                 | .777                                 | 84.0         | 90.9     | 11.1   | 79.8     | 81.2           | 1.029           | 80.1       | 88        | SW by S, SSE and calm.    | 59              | 0.21    | Partially cloudy, o, t, p.       |
| "      | 17th  | 151.2           | 5.6                                 | .778                                 | 83.6         | 90.2     | 11.4   | 78.8     | 80.8           | 1.017           | 79.7       | 89        | ESE, SE and calm          | 57              | 0.09    | Partially cloudy, d.             |
| "      | 18th  | 149.2           | 4.1                                 | .778                                 | 84.5         | 90.7     | 11.9   | 78.8     | 80.8           | 1.066           | 79.4       | 85        | SE and S by W ...         | 34              | Nil     | Chiefly cloudy.                  |
| "      | 19th  | 151.1           | 6.3                                 | .808                                 | 84.0         | 91.2     | 12.9   | 78.3     | 80.4           | 0.991           | 78.9       | 85        | SE and calm ...           | 53              | 0.01    | Partially cloudy, d.             |
| "      | 20th  | 149.4           | 7.0                                 | .772                                 | 84.1         | 90.7     | 12.2   | 78.5     | 79.1           | .928            | 77.0       | 79        | SSW and calm ...          | 64              | 0.71    | Partially cloudy, o, g, p, t, z. |

|   |     |     |     |     |        |
|---|-----|-----|-----|-----|--------|
| The mean pressure of the seven days   | ... | ... | ... | ... | 29.772 |
| The average pressure of the corresponding period for 24 years, Surveyor-General's Office          | ... | ... | ... | ... | 29.679 |
| The total number of hours of bright sunshine  | ... | ... | ... | ... | 36.9   |
| The maximum possible number of hours of sunshine  | ... | ... | ... | ... | 85.4   |
| The mean temperature of the seven days  | ... | ... | ... | ... | 84.2   |
| The average temperature of the corresponding period for 24 years, Surveyor-General's Office       | ... | ... | ... | ... | 83.3   |
| The extreme variation of temperature  | ... | ... | ... | ... | 12.9   |
| The maximum temperature   | ... | ... | ... | ... | 91.2   |
| The highest velocity of the wind in one hour  | ... | ... | ... | ... | 10     |
| The mean relative humidity  | ... | ... | ... | ... | 86     |
| The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office | ... | ... | ... | ... | 86     |
| The total fall of rain from 14th to 20th September 1902   | ... | ... | ... | ... | 1.44   |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office              | ... | ... | ... | ... | 2.31   |
| The total fall from 1st January to 20th September 1902  | ... | ... | ... | ... | 58.15  |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office              | ... | ... | ... | ... | 55.95  |

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; d, drizzling rain; t, thunder; p, passing temporary showers; g, gloomy; ^, lightning.

N.B.—In the weekly abstract from 31st August to 6th September 1902, read 29.658 for 29.68 as the mean pressure barometer on the 5th September 1902.

METEOROLOGICAL OFFICE, GOVT. OF INDIA; G. W. KÜCHLER,  
Alipore (Calcutta), the 22nd September 1902. for Meteorological Reporter to the Govt. of India  
and Director-General of Indian Observatories.

## EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of June 1902 as compared with the same month of the previous year.

| No. | STAPLES.   | 1902.  | 1901.  | Increase<br>in<br>1902. | Decrease<br>in<br>1902. | EXPLANATIONS OF FLUCTUATIONS BY<br>TRAFFIC SUPERINTENDENT. |
|-----|--|--------|--------|-------------------------|-------------------------|--|
|     |  | Tons.  | Tons.  | Tons.                   | Tons.                   |  |
| 1   | Apparel, including drapery, haberdashery,<br>millinery, uniforms, accoutrements,<br>boots and shoes. | 27     | 16     | 11                      | .....                   |  |
| 2   | Coal and coke carried for the Public and<br>Foreign Railways.  | 21,000 | 21,945 | .....                   | 945                     |  |
| 3   | Cotton—  | 256    | 251    | 15                      | .....                   |  |
|     | (1) Raw .....  | .....  | .....  | .....                   | .....                   |  |
|     | (2) Manufactured—  | 217    | 243    | .....                   | 26                      |  |
|     | (a) Twist and yarn, European .....   | 253    | 217    | 16                      | .....                   |  |
|     | (b) Ditto, Indian .....  | 1,370  | 1,419  | .....                   | 49                      |  |
|     | (c) Piece-goods, European .....  | 108    | 28     | 80                      | .....                   |  |
|     | (d) Ditto, Indian .....  | .....  | .....  | .....                   | .....                   |  |
|     | (e) Others .....   | 63     | 12     | 51                      | .....                   |  |
| 4   | Chemicals, excepting saltpetre .....   | 38     | 44     | .....                   | 6                       |  |
| 5   | Drugs—   | 41     | 34     | 7                       | .....                   |  |
|     | (1) Intoxicating, other than opium .....   | .....  | .....  | .....                   | .....                   |  |
|     | (2) Non-intoxicating—  | .....  | .....  | .....                   | .....                   |  |
|     | (a) Medicinal preparations .....   | .....  | .....  | .....                   | .....                   |  |
|     | (b) Others .....   | .....  | .....  | .....                   | .....                   |  |
| 6   | Dyes and Tans—   | .....  | .....  | .....                   | .....                   |  |
|     | (1) Al (Morinda citrifolia) .....  | .....  | .....  | .....                   | .....                   |  |
|     | (2) Alizarine and Aniline dyes .....   | 23     | 6      | 17                      | .....                   |  |
|     | (3) Cutch .....  | .....  | .....  | .....                   | .....                   |  |
|     | (4) Indigo .....   | .....  | .....  | .....                   | .....                   |  |
|     | (5) Myrabolams .....   | .....  | .....  | .....                   | .....                   |  |
|     | (6) Tanning barks .....  | 450    | 288    | 171                     | .....                   |  |
|     | (7) Turmeric .....   | 13     | 14     | .....                   | 1                       |  |
|     | (8) Others .....   | .....  | .....  | .....                   | .....                   |  |
| 7   | Fodder—  | 980    | 817    | 172                     | .....                   |  |
|     | (1) Oilcake .....  | 1,439  | 2,633  | .....                   | 1,003                   |  |
|     | (2) Hay, straw and grass .....   | 528    | 302    | 166                     | .....                   |  |
| 8   | Fruits and vegetables, fresh .....   | .....  | .....  | .....                   | .....                   |  |
| 9   | Grain and pulse—   | 5,020  | 2,638  | 2,352                   | .....                   |  |
|     | (1) Gram and pulse .....   | .....  | .....  | .....                   | .....                   |  |
|     | (2) Jawar and bajra .....  | 5,226  | 5,213  | .....                   | 2,387                   |  |
|     | (3) Rice in the husk .....   | 3,987  | 5,321  | .....                   | 1,334                   |  |
|     | (4) Do. not in the husk .....  | 1,100  | 577    | 723                     | .....                   |  |
|     | (5) Wheat .....  | 186    | 73     | 113                     | .....                   |  |
|     | (6) Do. flour .....  | 220    | 73     | 147                     | .....                   |  |
|     | (7) Others .....   | .....  | .....  | .....                   | .....                   |  |
| 10  | Hides and skins—   | .....  | .....  | .....                   | .....                   |  |
|     | (1) Hides of cattle—   | .....  | .....  | .....                   | .....                   |  |
|     | (a) Dressed or tanned .....  | 792    | 460    | 326                     | .....                   |  |
|     | (b) Raw .....  | .....  | .....  | .....                   | .....                   |  |
|     | (2) Skins of sheep and other animals—  | .....  | .....  | .....                   | .....                   |  |
|     | (a) Dressed or tanned .....  | 49     | 54     | .....                   | 5                       |  |
|     | (b) Raw .....  | 10     | 1      | 9                       | .....                   |  |
| 11  | Horns .....  | 64     | 150    | .....                   | 86                      |  |
| 12  | Hemp (Indian) and other fibres, excluding<br>jute.   | .....  | .....  | .....                   | .....                   |  |
| 13  | Jute—  | 13,010 | 5,091  | 7,919                   | .....                   |  |
|     | (1) Raw .....  | 2,813  | 779    | 2,032                   | .....                   |  |
|     | (2) Gunny-bags and cloth .....   | 7      | 10     | .....                   | 3                       |  |
| 14  | Lac .....  | .....  | .....  | .....                   | .....                   |  |
| 15  | Leather—   | .....  | 4      | .....                   | 4                       |  |
|     | (1) Unwrought .....  | .....  | .....  | .....                   | .....                   |  |
|     | (2) Wrought, excepting boots and shoes .....   | .....  | .....  | .....                   | .....                   |  |
| 16  | Liquors—   | 23     | 19     | 4                       | .....                   |  |
|     | (1) Ale and beer .....   | .....  | 1      | .....                   | 1                       |  |
|     | (2) Spirits of all kinds, including country<br>spirit.   | 63     | 52     | 11                      | .....                   |  |
|     | (3) Wine .....   | .....  | .....  | .....                   | .....                   |  |
|     | (4) All other sorts, including toddy and fer-<br>mented liquor, other than ale and beer.             | .....  | .....  | .....                   | .....                   |  |
| 17  | Metals—  | 33     | 14     | 19                      | .....                   |  |
|     | (1) Brass, unwrought .....   | 126    | 113    | 13                      | .....                   |  |
|     | (2) Do., wrought .....   | 34     | 16     | 18                      | .....                   |  |
|     | (3) Copper, unwrought .....  | 18     | 11     | 7                       | .....                   |  |
|     | (4) Do., wrought .....   | .....  | .....  | .....                   | .....                   |  |
|     | (5) Iron and steel—  | 28     | 62     | .....                   | 34                      |  |
|     | (a) Cast .....   | .....  | .....  | .....                   | .....                   |  |
|     | (b) Unwrought .....  | 993    | 769    | 194                     | .....                   |  |
|     | (c) Wrought .....  | 216    | 226    | .....                   | 10                      |  |
|     | (d) Manufactures .....   | 210    | 140    | 70                      | .....                   |  |
|     | (6) Others .....   | .....  | .....  | .....                   | .....                   |  |
| 18  | Oils—  | 15,893 | 6,774  | 9,119                   | .....                   |  |
|     | (1) Kerosine .....   | 7      | 5      | 2                       | .....                   |  |
|     | (2) Castor .....   | 117    | 118    | .....                   | 1                       |  |
|     | (3) Coconut .....  | 165    | 352    | .....                   | 197                     |  |
|     | (4) Mustard and rape .....   | 115    | 68     | 47                      | .....                   |  |
|     | (5) Others .....   | .....  | .....  | .....                   | .....                   |  |
| 19  | Oilseeds—  | 32     | 21     | 11                      | .....                   |  |
|     | (1) Castor .....   | .....  | .....  | .....                   | .....                   |  |
|     | (2) Earthnuts .....  | 1,693  | 617    | 1,076                   | .....                   |  |
|     | (3) Linseed .....  | .....  | .....  | .....                   | .....                   |  |
|     | (4) Poppy .....  | 5,132  | 1,807  | 3,325                   | .....                   |  |
|     | (5) Rape and mustard .....   | 36     | 81     | .....                   | 16                      |  |
|     | (6) Til or jinili .....  | 142    | 2      | 140                     | .....                   |  |
|     | (7) Others .....   | 7      | 2      | 5                       | .....                   |  |
| 20  | Opium .....  | 619    | 623    | .....                   | 4                       |  |
| 21  | Paper and pasteboard .....   | .....  | .....  | .....                   | .....                   |  |
| 22  | Provisions—  | .....  | .....  | .....                   | .....                   |  |
|     | (1) Dried fruits and nuts .....  | 3      | .....  | 3                       | .....                   |  |
|     | (2) Ghee .....   | 43     | 31     | 12                      | .....                   |  |
|     | (3) Others .....   | 1,134  | 1,395  | .....                   | 259                     |  |



SUPPLEMENT TO THE CALCUTTA GAZETTE, SEPTEMBER 24, 1902. 1377

| No. | SAFES.   | 1902.   | 1901.  | Increase<br>in<br>1902. | Decrease<br>in<br>1902. | EXPLANATIONS OF FLUCTUATIONS BY<br>TRAFFIC SUPERINTENDENT. |
|-----|--|---------|--------|-------------------------|-------------------------|--|
|     |  | Tons.   | Tons.  | Tons.                   | Tons.                   |  |
| 25  | Railway Plant, &c., for the Public and Foreign Railways—       |         |        |                         |                         |  |
|     | (1) Locomotives engines and tenders and parts thereof          | 59      | .....  | 59                      | .....                   |  |
|     | (2) Carriages and trucks and parts thereof                     | 4       | .....  | 4                       | .....                   |  |
|     | (3) Materials—   |         |        |                         |                         |  |
|     | (a) Steel rails and fish-plates                                | 131     | 2      | 129                     | .....                   |  |
|     | (b) Sleepers and keys of steel and cast-iron.                  | 1,214   | 73     | 1,141                   | .....                   |  |
|     | (c) Others   | 181     | 62     | 129                     | .....                   |  |
| 24  | Salt   | 5,708   | 5,772  | .....                   | 64                      |  |
| 25  | Saltpetre and other saline substances—                         |         |        |                         |                         |  |
|     | (1) Saltpetre  | .....   | 5      | .....                   | 5                       |  |
|     | (2) Other saline substances                                    | 151     | 129    | 22                      | .....                   |  |
| 26  | Silk—  |         |        |                         |                         |  |
|     | (1) Raw—   |         |        |                         |                         |  |
|     | (a) Foreign  | .....   | .....  | .....                   | .....                   |  |
|     | (b) Indian   | 14      | 12     | 2                       | .....                   |  |
|     | (2) Piece-goods—   |         |        |                         |                         |  |
|     | (a) Foreign  | .....   | .....  | .....                   | .....                   |  |
|     | (b) Indian   | .....   | .....  | .....                   | .....                   |  |
| 27  | Spices—  |         |        |                         |                         |  |
|     | (1) Betelnuts  | 863     | 635    | 168                     | .....                   |  |
|     | (2) Cardamoms  | 10      | 4      | 6                       | .....                   |  |
|     | (3) Chillies   | 291     | 83     | 208                     | .....                   |  |
|     | (4) Ginger   | 449     | 44     | 405                     | .....                   |  |
|     | (5) Pepper   | 26      | 20     | 6                       | .....                   |  |
|     | (6) Others   | 96      | 141    | .....                   | 46                      |  |
| 28  | Stone and lime   | 9,015   | 2,109  | .....                   | 94                      |  |
| 29  | Sugar—   |         |        |                         |                         |  |
|     | (1) Refined or crystallized, including sugar-candy.            | 593     | 392    | 201                     | .....                   |  |
|     | (2) Unrefined—   |         |        |                         |                         |  |
|     | (a) Sugar  | 413     | 849    | .....                   | 434                     |  |
|     | (b) Gur, rab, jaggery, molasses, and other saccharine produce. | 1,101   | 1,434  | .....                   | 333                     |  |
| 30  | Tea—   |         |        |                         |                         |  |
|     | (1) Foreign  | .....   | .....  | .....                   | .....                   |  |
|     | (2) Indian   | 4,282   | 3,474  | 808                     | .....                   |  |
| 31  | Tobacco—   |         |        |                         |                         |  |
|     | (1) Unmanufactured   | 3,343   | 4,073  | .....                   | 750                     |  |
|     | (2) Manufactured—  |         |        |                         |                         |  |
|     | (a) Cigars   | .....   | 11     | .....                   | 11                      |  |
|     | (b) Other sorts  | .....   | .....  | .....                   | .....                   |  |
| 32  | Wood—  |         |        |                         |                         |  |
|     | (1) Timber, unwrought  | 1,455   | 623    | 830                     | .....                   |  |
|     | (2) Manufactures   | 129     | 204    | .....                   | 72                      |  |
| 33  | Wool—  |         |        |                         |                         |  |
|     | (1) Raw  | 700     | 124    | .....                   | 15                      |  |
|     | (2) Manufactured—  |         |        |                         |                         |  |
|     | (a) Carpets and rugs   | .....   | .....  | .....                   | .....                   |  |
|     | (b) Piece-goods, European                                      | .....   | .....  | .....                   | .....                   |  |
|     | (c) Ditto, Indian  | .....   | .....  | .....                   | .....                   |  |
|     | (d) Other sorts of manufactures                                | .....   | .....  | .....                   | .....                   |  |
| 24  | All other articles of merchandise                              | 7,637   | 6,389  | 1,257                   | .....                   |  |
|     | Total  | 116,337 | 91,595 | 33,832                  | 8,899                   |  |

CALCUTTA, the 20th September 1902.
 
 HARPRASAD DAR,  
 for Examiner of Accounts, E. R. S. Railway.



## Weekly Return of Traffic Receipts on Indian Railways

## EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA, AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 6th September 1902 on 861 miles open.

|   | COACHING TRAFFIC.  |                      | MERCHANDISE AND MINERAL TRAFFIC. |                        | Other earnings (including ferry). | Total earnings.        | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|--------------------|----------------------|----------------------------------|------------------------|-----------------------------------|------------------------|--------------------------|--------------|---------|
|   | No. of passengers. | Coaching receipts.   | Weight carried.                  | Receipts.              |                                   |                        | Coaching.                | Merchandise. | Total.  |
| Total traffic for the week ...                              | 218,100            | Rs. A. P. 96,240 0 0 | Mds. S. 12,30,080 0              | Rs. A. P. 3,08,520 0 0 | Rs. A. P. 13,030 0 0              | Rs. A. P. 4,18,190 0 0 | 57,402                   | 50,065       | 57,467  |
| Or per mile of railway ...                                  | 253                | 112 0 0              | 1,418 0                          | 359 0 0                | 1 0 0*                            | 472 0 0*               | ...                      | ...          | ...     |
| For previous 9 weeks of half-year ...                       | 1,896,470          | 8,37,320 0 0         | 83,40,180 0                      | 15,60,030 0 0          | 1,34,610 0 0                      | 25,81,060 0 0          | 330,406                  | 329,342      | 659,748 |
| Total for 10 weeks ...                                      | 2,114,630          | 9,33,560 0 0         | 94,61,180 0                      | 18,68,959 0 0          | 1,47,640 0 0                      | 30,00,150 0 0          | 367,808                  | 379,407      | 747,215 |
| COMPARISON.   |                    |                      |                                  |                        |                                   |                        |                          |              |         |
| Total for corresponding week of previous year ...           | 197,131            | 88,362 0 0           | 11,08,965 0                      | 2,53,565 0 0           | 11,415 0 0                        | 3,53,342 0 0           | 37,048                   | 46,146       | 83,194  |
| Per mile of railway corresponding week of previous year ... | 231                | 103 0 0              | 1,290 0                          | 297 0 0                | 1 0 0                             | 401 0                  | ...                      | ...          | ...     |
| Total to corresponding date of previous year ...            | 2,069,822          | 9,13,724 0 0         | 98,80,993 0                      | 17,64,395 0 0          | 2,66,377 0 0                      | 28,84,456 0 0          | 364,455                  | 400,301      | 764,756 |

\* Excluding ferry earnings.  
(a) The increase is chiefly due to heavy jute traffic.

## BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 6th September 1902 on 59.37 miles open.

|   | COACHING TRAFFIC.  |                     | MERCHANDISE AND MINERAL TRAFFIC. |                     | Other earnings (including ferry). | Total earnings.     | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|---------------------|----------------------------------|---------------------|-----------------------------------|---------------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts.  | Weight carried.                  | Receipts.           |                                   |                     | Coaching.                | Merchandise. | Total. |
| Total traffic for the week ...                              | 6,800              | Rs. A. P. 1,730 0 0 | Mds. S. 32,170 0                 | Rs. A. P. 3,810 0 0 | Rs. A. P. 30 0 0                  | Rs. A. P. 5,560 0 0 | 898                      | 1,142        | 2,040  |
| Or per mile of railway ...                                  | 115                | 29 0 0              | 542 0                            | 64 0 0              | 1 0 0                             | 94 0 0              | ...                      | ...          | ...    |
| For previous 9 weeks of half-year ...                       | 56,360             | 17,120 0 0          | 2,62,980 0                       | 25,970 0 0          | 430 0 0                           | 43,820 0 0          | 9,540                    | 9,356        | 18,896 |
| Total for 10 weeks ...                                      | 63,060             | 18,850 0 0          | 2,95,150 0                       | 29,780 0 0          | 460 0 0                           | 49,080 0 0          | 10,438                   | 10,478       | 20,916 |
| COMPARISON.   |                    |                     |                                  |                     |                                   |                     |                          |              |        |
| Total for corresponding week of previous year ...           | 5,137              | 1,332 0 0           | 23,155 0                         | 2,565 0 0           | 21 0 0                            | 3,918 0 0           | 820                      | 980          | 1,800  |
| Per mile of railway corresponding week of previous year ... | 87                 | 23 0 0              | 392 0                            | 43 0 0              | .....                             | 66 0 0              | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 61,416             | 16,827 0 0          | 2,60,346 0                       | 26,110 0 0          | 224 0 0                           | 43,161 0 0          | 8,441                    | 12,880       | 21,321 |

## MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 6th September 1902 on 53.37 miles open.

|   | COACHING TRAFFIC.  |                     | MERCHANDISE AND MINERAL TRAFFIC. |                     | Other earnings (including ferry). | Total earnings.     | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|---------------------|----------------------------------|---------------------|-----------------------------------|---------------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts.  | Weight carried.                  | Receipts.           |                                   |                     | Coaching.                | Merchandise. | Total. |
| Total traffic for the week ...                              | 7,990              | Rs. A. P. 2,240 0 0 | Mds. S. 32,690 0                 | Rs. A. P. 1,850 0 0 | Rs. A. P. 30 0 0                  | Rs. A. P. 3,820 0 0 | 1,272                    | 1,002        | 2,274  |
| Or per mile of railway ...                                  | 150                | 42 0 0              | 613 0                            | 29 0 0              | 1 0 0                             | 72 0 0              | ...                      | ...          | ...    |
| For previous 9 weeks of half-year ...                       | 69,220             | 18,040 0 0          | 1,67,790 0                       | 7,300 0 0           | 240 0 0                           | 26,180 0 0          | 10,453                   | 7,956        | 18,409 |
| Total for 10 weeks ...                                      | 77,210             | 20,280 0 0          | 2,00,480 0                       | 8,850 0 0           | 270 0 0                           | 30,000 0 0          | 11,725                   | 8,958        | 20,683 |
| COMPARISON.   |                    |                     |                                  |                     |                                   |                     |                          |              |        |
| Total for corresponding week of previous year ...           | 7,395              | 1,733 0 0           | 25,988 0                         | 874 0 0             | 40 0 0                            | 2,646 0 0           | 1,081                    | 403          | 1,484  |
| Per mile of railway corresponding week of previous year ... | 139                | 33 0 0              | 487 0                            | 16 0 0              | 1 0 0                             | 50 0 0              | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 74,302             | 19,266 0 0          | 1,59,515 0                       | 6,091 0 0           | 272 0 0                           | 25,629 0 0          | 10,948                   | 7,016        | 17,964 |

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 6th September 1902 on 86 miles open.

|   | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|--------------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                 |                 | Coaching.                | Merchandise. | Total. |
|   |                    | Rs. A. P.          | Mds. S.                          | Rs. A. P.  | Rs. A. P.       | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 29,900             | 8,140 0 0          | 31,330 0                         | 2,630 0 0  | 110 0 0         | 10,880 0 0      | 2,783                    | 1,525        | 4,308  |
| per mile of railway ...                                     | 348                | 95 0 0             | 365 0                            | 31 0 0     | 1 0 0           | 127 0 0         | ...                      | ...          | ...    |
| previous 9 weeks of half-year ...                           | 238,960            | 66,209 0 0         | 2,15,090 0                       | 17,220 0 0 | 1,910 0 0       | 85,330 0 0      | 24,960                   | 13,652       | 38,612 |
| Total for 10 weeks ...                                      | 268,860            | 74,340 0 0         | 2,47,350 0                       | 19,850 0 0 | 2,020 0 0       | 96,210 0 0      | 27,743                   | 15,177       | 42,920 |
| COMPARISON.   |                    |                    |                                  |            |                 |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 26,255             | 7,842 0 0          | 39,658 0                         | 4,401 0 0  | 54 0 0          | 12,297 0 0      | 3,875                    | 2,027        | 4,902  |
| per mile of railway corresponding week of previous year ... | 305                | 91 0 0             | 461 0                            | 51 0 0     | 1 0 0           | 143 0 0         | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 240,472            | 60,944 0 0         | 3,35,428 0                       | 29,607 0 0 | 5,302 0 0       | 1,04,853 0 0    | 28,491                   | 18,817       | 47,30  |

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 6th September 1902 on 33.78 miles open.

|   | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |           | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|--------------------|----------------------------------|-----------|-----------------------------------|-----------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts. |                                   |                 | Coaching.                | Merchandise. | Total. |
|   |                    | Rs. A. P.          | Mds. S.                          | Rs. A. P. | Rs. A. P.                         | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 2,440              | 740 0 0            | 9,230 0                          | 1,270 0 0 | 40 0 0                            | 2,050 0 0       | 295                      | 2,081        | 2,376  |
| per mile of railway ...                                     | 72                 | 22 0 0             | 273 0                            | 38 0 0    | 1 0 0                             | 61 0 0          | ...                      | ...          | ...    |
| previous 9 weeks of half-year ...                           | 22,580             | 7,740 0 0          | 69,060 0                         | 8,510 0 0 | 100 0 0                           | 16,410 0 0      | 2,456                    | 17,842       | 20,298 |
| Total for 10 weeks ...                                      | 25,020             | 8,480 0 0          | 78,290 0                         | 9,780 0 0 | 200 0 0                           | 18,460 0 0      | 2,751                    | 19,923       | 22,674 |
| COMPARISON.   |                    |                    |                                  |           |                                   |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 1,959              | 627 0 0            | 6,770 0                          | 1,168 0 0 | 113 0 0                           | 1,928 0 0       | 323                      | 334          | 657    |
| per mile of railway corresponding week of previous year ... | 58                 | 19 0 0             | 200 0                            | 35 0 0    | ...                               | 54 0 0          | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 19,688             | 7,279 0 0          | 70,637 0                         | 7,980 0 0 | 1,371 0 0                         | 16,630 0 0      | 2,375                    | 6,871        | 9,246  |

\*Ballast train-miles, 1,900.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 6th September 1902 on 1,261 miles open.

|   | COACHING TRAFFIC.  |            | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN MILES RUN. |              |         |
|---|--------------------|------------|----------------------------------|------------|---|-----------------|--------------------------|--------------|---------|
|   | No. of passengers. | Receipts.  | Weight carried.                  | Receipts.  |   |                 | Coaching.                | Merchandise. | Total.  |
|   |                    | Rs.        | Mds.                             | Rs.        | Rs.   | Rs.             |                          |              |         |
| Total traffic for the week on 1,261 miles open ...                    | 174,470            | (a) 63,140 | 4,88,880                         | (b) 54,750 | 11,400  | (a) 1,29,290    | 40,473                   | (c) 31,138   | 71,614  |
| per mile of railway ...   | 138.36             | 50.07      | 387.09                           | 43.42      | 9.04  | 102.53          | ...                      | ...          | ...     |
| previous 8 1/2 weeks of half-year ...                                 | 1,640,180          | 6,41,030   | 47,96,800                        | 5,24,350   | 1,41,170  | 13,17,459       | 257,455                  | 273,463      | 629,918 |
| Total for 9 1/2 weeks ...   | 1,814,650          | 7,05,070   | 52,85,680                        | 5,89,100   | 1,52,570  | 14,46,740       | 397,931                  | 303,601      | 701,532 |
| COMPARISON.   |                    |            |                                  |            |   |                 |                          |              |         |
| Total for corresponding week of previous year on 1,251 miles open ... | 154,711            | 56,025     | 3,56,796                         | 40,436     | 10,956  | 1,07,417        | 35,836                   | (d) 25,491   | 61,317  |
| per mile of railway corresponding week of previous year ...           | 123.67             | 44.79      | 285.21                           | 32.32      | 8.75  | 85.86           | ...                      | ...          | ...     |
| Total to corresponding date of previous year ...                      | 1,772,700          | 6,76,696   | 55,63,213                        | 6,07,840   | 1,60,892  | 14,43,944       | 330,662                  | 233,550      | 623,212 |

(a) Increase due to improved traffic.

(b) Out of the increase of Rs. 14,312, Rs. 6,054 are due to railway material and ballast trains, the remainder occurred in public traffic.

(c) Includes 6,654 miles c. ballast trains run on open line.

(d) " 6,730 " " "

## ASSAM-BENGAL RAILWAY.

*Approximate Return of Traffic for the week ended 6th September 1902 on 538 miles open for all descriptions of traffic, and an additional 31 miles for goods and parcels traffic only.*

|   | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |              | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|--------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|---------|
|   | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts.    |                 |                 | Coaching.                | Merchandise. | Total.  |
|   |                    | Rs. A. P.          | Mds. s.                          | Rs. A. P.    | Rs. A. P.       | Rs. A. P.       |                          |              |         |
| Total traffic for the week ...                              | 27,077             | 16,745 0 0         | 1,51,016 0                       | 15,772 0 0   | 1,835 0 0       | 34,352 0 0      | 5,892                    | 8,208        | 14,100  |
| Or per mile of railway ...                                  | 49'60              | 30'01              | 280'39                           | 29'78        | 3'12            | 64'91           | 10'56                    | 14'04        | 24'60   |
| For previous 9 weeks of half-year ...                       | 242,840            | 1,43,958 0 0       | 14,04,404 0                      | 1,31,637 0 0 | 12,227 0 0      | 2,87,822 0 0    | 56,411                   | 69,079       | 125,390 |
| Total for 10 weeks ...                                      | 270,517            | 1,60,703 0 0       | 15,55,429 0                      | 1,47,469 0 0 | 14,062 0 0      | 3,22,174 0 0    | 62,303                   | 78,247       | 140,550 |
| COMPARISON.   |                    |                    |                                  |              |                 |                 |                          |              |         |
| Total for corresponding week of previous year ...           | 20,923             | 12,192 0 0         | 1,20,691 0                       | 17,294 0 0   | 559 0 0         | 30,045 0 0      | 6,260                    | 5,902        | 12,162  |
| Per mile of railway corresponding week of previous year ... | 37'50              | 21'85              | 208'81                           | 29'92        | 0'07            | 52'74           | 11'22                    | 10'21        | 21'43   |
| Total to corresponding date of previous year ...            | 2,52,653           | 1,49,600 0 0       | 10,99,396 0                      | 1,66,070 0 0 | 13,694 0 0      | 3,20,379 0 0    | 63,354                   | 60,623       | 123,977 |

## FINANCIAL YEAR.

*Approximate Statement of Gross Receipts of the Assam-Bengal Railway.*

| RECEIPTS FOR WEEK ENDING 6TH SEPTEMBER 1902. |            |                  | RECEIPTS FOR WEEK ENDING 7TH SEPTEMBER 1901. |            |                  | TOTAL RECEIPTS FROM 1ST APRIL 1902 TO 6TH SEPTEMBER 1902. |                 |                  | TOTAL RECEIPTS FROM 1ST APRIL 1901 TO 7TH SEPTEMBER 1901. |                 |                  | Total increase in 1902. | Total decrease in 1902. |
|--|------------|------------------|--|------------|------------------|---|-----------------|------------------|---|-----------------|------------------|-------------------------|-------------------------|
| Mean mileage worked.                         | Receipts.  | Per mile worked. | Mean mileage worked.                         | Receipts.  | Per mile worked. | Mean mileage worked.                                      | Total receipts. | Per mile worked. | Mean mileage worked.                                      | Total receipts. | Per mile worked. | Rs.                     | Rs.                     |
| 589  | Rs. 34,352 | 59'01            | 578  | Rs. 30,045 | 52'74            | 589   | Rs. 7,77,148    | ...              | 578   | Rs. 5,50,176    | ...              | Rs. ....                | Rs. 73,625              |

## SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

*Approximate Return of Traffic for the week ending 13th September 1902 on 18 miles open.*

|  | COACHING TRAFFIC.   |           | MERCHANDISE AND MINERAL TRAFFIC. |           | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
|  | Passengers carried. | Receipts. | Weight carried.                  | Receipts. |                             |                 | Coaching.                | Merchandise. | Total. |
|  | No.                 | Rs.       | Mds.                             | Rs.       | Rs.                         | Rs.             |                          |              |        |
| Total traffic for the week on 18 miles open ...                    | 1,798               | 205       | 9,980                            | 530       | 5                           | 736             | 404                      | 100          | 504    |
| Or per mile of railway ...   | 99'89               | 11'28     | 554'44                           | 29'44     | 0'17                        | 40'89           | .....                    | .....        | .....  |
| For previous 9 weeks of half-year ...                              | 13,606              | 1,784     | 77,954                           | 2,117     | 67                          | 3,968           | 3,233                    | 913          | 4,146  |
| Total for 10 weeks ...   | 15,404              | 1,987     | 87,934                           | 2,647     | 70                          | 4,704           | 3,637                    | 1,013        | 4,650  |
| COMPARISON.  |                     |           |                                  |           |                             |                 |                          |              |        |
| Total for corresponding week of previous year on 18 miles open ... | 2,563               | 401       | 6,602                            | 216       | 11                          | 628             | 442                      | 62           | 504    |
| Per mile of corresponding week of previous year ...                | 142'30              | 22'27     | 366'78                           | 12'00     | 0'64                        | 34'91           | .....                    | .....        | .....  |
| Total to corresponding date of previous year ...                   | 26,578              | 3,889     | 79,323                           | 2,318     | 118                         | 6,325           | 4,615                    | 893          | 5,508  |



EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 13th September 1902 on 561 miles open.

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |               | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|-----------------------|--------------------|----------------------------------|---------------|-----------------------------------|-----------------|--------------------------|--------------|---------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.     |                                   |                 | Coaching.                | Merchandise. | Total.  |
|   |                       | Rs. A. P.          | Mds. s.                          | Rs. A. P.     | Rs. A. P.                         | Rs. A. P.       |                          |              |         |
| Total traffic for the week ...                              | 223,520               | 97,280 0 0         | 1,175,030 0                      | 2,00,110 0 0  | 12,200 0 0                        | 8,78,530 0 0    | 37,002                   | 47,807       | 84,809  |
| Or per mile of railway ...                                  | 200                   | 113 0 0            | 1,565 0                          | 313 0 0       | 1 0 0                             | 437 0 0*        | ...                      | ...          | ...     |
| For previous 10 weeks of half-year ...                      | 2,114,630             | 9,83,500 0 0       | 9,501,160 0                      | 18,68,950 0 0 | 1,47,640 0 0                      | 30,00,150 0 0   | 367,808                  | 379,407      | 747,215 |
| Total for 11 weeks ...                                      | 2,338,150             | 10,80,840 0 0      | 10,736,790 0                     | 21,38,060 0 0 | 1,50,840 0 0                      | 33,78,740 0 0   | 404,810                  | 427,214      | 832,024 |
| COMPARISON.   |                       |                    |                                  |               |                                   |                 |                          |              |         |
| Total for corresponding week of previous year ...           | 215,027               | 83,118 0 0         | 1,075,300 0                      | 2,27,247 0 0  | 11,104 0 0                        | 3,21,469 0 0    | 37,818                   | 47,101       | 84,919  |
| Per mile of railway corresponding week of previous year ... | 252                   | 97 0 0             | 1,250 0                          | 206 0 0       | 1 0 0                             | 364 0 0         | ...                      | ...          | ...     |
| Total to corresponding date of previous year ...            | 2,284,540             | 9,06,841 0 0       | 10,956,322 0                     | 19,91,042 0 0 | 2,17,482 0 0                      | 32,05,965 0 0   | 402,273                  | 447,402      | 849,675 |

\* Excluding ferry earnings.  
Increase under goods is due to the heavy Jute traffic.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 13th September 1902 on 59'37 miles open.

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                                   |                 | Coaching.                | Merchandise. | Total. |
|   |                       | Rs. A. P.          | Mds. s.                          | Rs. A. P.  | Rs. A. P.                         | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 6,440                 | 1,800 0 0          | 35,240 0                         | 4,080 0 0  | 50 0 0                            | 5,930 0 0       | 895                      | 1,142        | 2,040  |
| Or per mile of railway ...                                  | 108                   | 30 0 0             | 594 0                            | 69 0 0     | 1 0 0                             | 100 0 0         | ...                      | ...          | ...    |
| For previous 10 weeks of half-year ...                      | 63,660                | 18,840 0 0         | 295,150 0                        | 29,780 0 0 | 460 0 0                           | 40,080 0 0      | 10,438                   | 10,478       | 20,916 |
| Total for 11 weeks ...                                      | 70,100                | 20,640 0 0         | 330,390 0                        | 33,860 0 0 | 570 0 0                           | 55,010 0 0      | 11,330                   | 11,620       | 22,956 |
| COMPARISON.   |                       |                    |                                  |            |                                   |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 5,211                 | 1,401 0 0          | 16,719 0                         | 1,894 0 0  | 26 0 0                            | 3,321 0 0       | 985                      | 695          | 1,680  |
| Per mile of railway corresponding week of previous year ... | 88                    | 24 0 0             | 283 0                            | 32 0 0     | .....                             | 56 0 0          | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 66,627                | 18,228 0 0         | 277,058 0                        | 28,004 0 0 | 250 0 0                           | 46,482 0 0      | 9,426                    | 13,575       | 23,001 |

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 13th September 1902 on 53'37 miles open.

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                                   |                 | Coaching.                | Merchandise. | Total. |
|   |                       | Rs. A. P.          | Mds. s.                          | Rs. A. P.  | Rs. A. P.                         | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 8,420                 | 2,220 0 0          | 43,640 0                         | 1,790 0 0  | 30 0 0                            | 4,040 0 0       | 1,272                    | 953          | 2,224  |
| Or per mile of railway ...                                  | 158                   | 42 0 0             | 818 0                            | 33 0 0     | 1 0 0                             | 76 0 0          | ...                      | ...          | ...    |
| For previous 10 weeks of half-year ...                      | 77,210                | 20,880 0 0         | 200,480 0                        | 8,850 0 0  | 270 0 0                           | 30,000 0 0      | 11,725                   | 8,058        | 20,683 |
| Total for 11 weeks ...                                      | 85,630                | 23,100 0 0         | 244,120 0                        | 10,640 0 0 | 300 0 0                           | 34,040 0 0      | 12,997                   | 9,910        | 22,907 |
| COMPARISON.   |                       |                    |                                  |            |                                   |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 6,147                 | 1,536 0 0          | 11,902 0                         | 586 0 0    | 24 0 0                            | 2,146 0 0       | 977                      | 437          | 1,414  |
| Per mile of railway corresponding week of previous year ... | 115                   | 29 0 0             | 224 0                            | 11 0 0     | ...                               | 40 0 0          | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 80,349                | 20,802 0 0         | 171,477 0                        | 6,677 0 0  | 206 0 0                           | 27,775 0 0      | 11,925                   | 7,453        | 19,378 |



DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 13th September 1902 on 86 miles open.

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                 |                 | Coaching.                | Merchandise. | Total. |
|   |                       | Rs. A. P.          | Mds. s.                          | Rs. A. P.  | Rs. A. P.       | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 23,270                | 6,490 0 0          | 34,880 0                         | 2,800 0 0  | 50 0 0          | 3,340 0 0       | 2,790                    | 1,518        | 4,308  |
| Or per mile of railway ...                                  | 271                   | 75 0 0             | 406 0                            | 33 0 0     | 1 0 0           | 109 0 0         | ...                      | ...          | ...    |
| For previous 10 weeks of half-year ...                      | 263,860               | 74,540 0 0         | 2,47,350 0                       | 19,850 0 0 | 2,03 0 0        | 96,310 0 0      | 27,743                   | 15,177       | 42,920 |
| Total for 11 weeks  | 292,130               | 80,930 0 0         | 2,82,230 0                       | 22,650 0 0 | 2,070 0 0       | 1,05,550 0 0    | 30,533                   | 16,695       | 47,228 |
| COMPARISON.   |                       |                    |                                  |            |                 |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 38,380                | 9,573 0 0          | 40,055 0                         | 4,863 0 0  | 80 0 0          | 14,522 0 0      | 2,959                    | 2,209        | 5,168  |
| Per mile of railway corresponding week of previous year ... | 446                   | 111 0 0            | 570 0                            | 57 0 0     | 1 0 0           | 169 0 0         | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 278,852               | 79,517 0 0         | 3,84,483 0                       | 34,470 0 0 | 5,388 0 0       | 1,19,375 0 0    | 31,450                   | 21,026       | 52,476 |

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 13th September 1902 on 33·6\* miles open.

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                                   |                 | Coaching.                | Merchandise. | Total. |
|   |                       | Rs. A. P.          | Mds. s.                          | Rs. A. P.  | Rs. A. P.                         | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 2,240                 | 730 0 0            | 6,750 0                          | 950 0 0    | 30 0 0                            | 1,710 0 0       | 295                      | 2,325†       | 2,620† |
| Or per mile of railway ...                                  | 67                    | 22 0 0             | 201 0                            | 28 0 0     | 1 0 0                             | 51 0 0          | .....                    | .....        | .....  |
| For previous 10 weeks of half-year ...                      | 25,020                | 8,480 0 0          | 78,290 0                         | 9,780 0 0  | 200 0 0                           | 18,460 0 0      | 2,751                    | 19,923       | 22,674 |
| Total for 11 weeks  | 27,260                | 9,210 0 0          | 85,040 0                         | 10,730 0 0 | 230 0 0                           | 20,170 0 0      | 3,046                    | 22,148       | 25,194 |
| COMPARISON.   |                       |                    |                                  |            |                                   |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 1,803                 | 594 0 0            | 7,590 0                          | 1,193 0 0  | 111 0 0                           | 1,893 0 0       | 258                      | 330          | 588    |
| Per mile of railway corresponding week of previous year ... | 53                    | 18 0 0             | 234 0                            | 35 0 0     | .....                             | 53 0 0          | .....                    | .....        | .....  |
| Total to corresponding date of previous year ...            | 21,401                | 7,873 0 0          | 78,533 0                         | 9,174 0 0  | 1,482 0 0                         | 18,529 0 0      | 2,633                    | 7,201        | 9,834  |

\* Corrected as per revised statement submitted by Engineer-in-Chief.  
† Includes Ballast train-miles 2,000.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 13th September 1902 on 1,261 miles open.

|   | COACHING TRAFFIC.     |           | MERCHANDISE AND MINERAL TRAFFIC. |           | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|-----------------------|-----------|----------------------------------|-----------|---|-----------------|--------------------------|--------------|---------|
|   | Number of passengers. | Receipts. | Weight carried.                  | Receipts. |   |                 | Coaching.                | Merchandise. | Total.  |
|   |                       | Rs.       | Mts.                             | Rs.       | Rs.   | Rs.             |                          |              |         |
| Total traffic for the week on 1,261 miles open ...                    | 164,750               | 63,530    | 4,65,810                         | 50,360    | 10,510  | (a) 1,23,406    | 41,243                   | (b) 31,018   | 72,261  |
| Or per mile of railway ...  | 130·65                | 49·59     | 369·40                           | 39·94     | 8·33  | 97·86           | .....                    | .....        | .....   |
| For previous 10 weeks of half-year ...                                | 1,814,560             | 7,06,070  | 52,85,680                        | 5,89,100  | 1,62,570  | 14,46,740       | 397,931                  | 303,901      | 701,832 |
| Total for 10½ weeks   | 1,979,400             | 7,67,600  | 57,51,490                        | 6,39,460  | 1,63,680  | 15,70,140       | 439,174                  | 334,610      | 773,784 |
| COMPARISON.   |                       |           |                                  |           |   |                 |                          |              |         |
| Total for corresponding week of previous year on 1,251 miles open ... | 163,610               | 56,937    | 3,11,040                         | 40,772    | 10,579  | 1,08,288        | 34,552                   | (c) 24,192   | 58,744  |
| Per mile of corresponding week of previous year ...                   | 137·57                | 45·17     | 263·15                           | 34·49     | 8·95  | 91·61           | .....                    | .....        | .....   |
| Total to corresponding date of previous year ...                      | 1,942,310             | 7,32,634  | 59,74,283                        | 6,46,621  | 1,70,977  | 15,52,232       | 374,214                  | 307,742      | 681,956 |

(a) Increase due to improved traffic. Under goods the increase is mainly due to Rs. 7,120 on account of railway material and ballast trains.  
(b) Includes 7,138 miles of ballast trains run on open line.  
(c) 8,206 "

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

|  |     |                |     | Rs.    | A.  | P.  |     | Rs.      | A. | P. |
|--|-----|----------------|-----|--------|-----|-----|-----|----------|----|----|
| Approximate earnings for the week ending 13th Sept. 1902 ... | {   | Coaching       | ... | 4,017  | 0   | 0   | }   | 14,855   | 0  | 0  |
|  |     | Goods          | ... | 10,772 | 0   | 0   |     |          |    |    |
|  |     | Other earnings | ... | 66     | 0   | 0   |     |          |    |    |
| Audited earnings for the corresponding period of 1901 ...    | {   | Coaching       | ... | 7,800  | 0   | 0   | }   | 14,562   | 0  | 0  |
|  |     | Goods          | ... | 6,714  | 0   | 0   |     |          |    |    |
|  |     | Other earnings | ... | 48     | 0   | 0   |     |          |    |    |
| Increase   |     |                |     |        |     |     | ... | 293      | 0  | 0  |
| Receipts per mile for the week ending 13th Sept. 1902        | ... | ...            | ... | ...    | ... | ... | ... | 291      | 4  | 5  |
| Ditto for the corresponding period of 1901                   | ... | ...            | ... | ...    | ... | ... | ... | 285      | 8  | 6  |
| Increase   |     |                |     |        |     |     | ... | 5        | 11 | 11 |
| Receipts from 1st July to 13th Sept. 1902                    | ... | ...            | ... | ...    | ... | ... | ... | 1,45,917 | 0  | 0  |
| Ditto for the corresponding period of 1901                   | ... | ...            | ... | ...    | ... | ... | ... | 1,52,533 | 0  | 0  |
| Decrease   |     |                |     |        |     |     | ... | 6,616    | 0  | 0  |



SUPPLEMENT TO  
**The Calcutta Gazette.**

WEDNESDAY, SEPTEMBER 17, 1902.

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

CONTENTS.

|  | Page |  | Page |
|--|------|--|------|
| RESOLUTION on the Annual Report of the Archæological Survey, Bengal Circle, for the year ending with April 1902, and the Report ... .. | 1291 | TABLE of Rainfall recorded at stations in Bengal in August 1902 ... ..   | 1334 |
| Extract from the Report on the Administration of the Salt Department during the year 1901-1902 ... ..                                  | 1328 | Vital Statistics of Districts and Towns in Bengal for the month of July 1902 ... ..                                | 1346 |
| Weather and Crop Report for the week ending the 15th September 1902 ... ..   | 1328 | Areas leased for Irrigation up to end of July 1902 ... ..  | 1348 |
| Meteorological Report of the Province of Bengal for the month of August 1902 ... ..  | 1332 | Circular and Eastern Canal for the week ending Saturday the 13th September 1902 ... ..                             | 1349 |
|  |      | Results of the Meteorological Observations taken at the Alipore Observatory from 7th to 13th September 1902 ... .. | 1350 |
|  |      | Weekly Return of Traffic Receipts on Indian Railways ... ..  | 1351 |

RESOLUTION ON THE ANNUAL REPORT OF THE ARCHÆOLOGICAL SURVEY, BENGAL CIRCLE, FOR THE YEAR ENDING WITH APRIL 1902, AND THE REPORT.

GENERAL DEPARTMENT—MISCELLANEOUS.

Calcutta, the 9th September 1902.

RESOLUTION—No. 2915.

READ—

The Annual Report of the Archæological Survey, Bengal Circle, for the year ending with April 1902.

The Second Annual Report of the Archæological Survey Department, Bengal Circle, has been submitted by Dr. Bloch, the Archæological Surveyor, who has been in charge of the Department since its constitution in April 1900. During the first year of his appointment the Archæological Surveyor visited the Puri, Cuttack, Murshidabad, Sonthal Parganas, Malda, and Dinajpur districts, spending about 60 days on tour. During the year under report he spent 145 days on tour in the districts of Champaran, Muzaffarpur, Gaya, Patna, Shahabad, Birbhum, Hooghly, Puri, Khulna, Dacca, and Mymensingh. The object of these tours of general inspection has been to ascertain what localities from their antiquarian interests are deserving of detailed and systematic exploration, and what antiquities should be preserved. Dr. Bloch has recently submitted programmes for future work; and the Lieutenant-Governor has decided that the



Buddhistic antiquities in the Bihar districts and especially the exploration of the site of the ancient Vaisali in Muzaffarpur district deserve first attention.

2. Dr. Bloch gave special attention during the year to the antiquities in the districts of Champaran, Patna, Gaya, and Shahabad. The most important remains in the district of Champaran are the three Asoka pillars, viz., the Rampurwa pillar and the two Lauriya pillars at the villages of Nandangarh and Araraj. In accordance with Dr. Bloch's recommendation, an estimate of the cost of replacing in position the Rampurwa pillar has been called for from the Superintending Engineer. The Lieutenant-Governor hears with regret of the vandal scribbling of names on the two Lauriya pillars, and desires that the district authorities will protect monuments from such acts so far as is possible.

The suggestion that the ancient rock-cut caves on the Barabar and Nagarjuni Hills should be protected from intrusion of *jogis* and *sadhus* must be considered by the Magistrate of Gaya, as also the proposal for the removal to the Indian Museum of the Buddhistic statues that are lying uncared for in the village of Bishenpur, in the district of Gaya.

The hill fort of Shergarh, an important relic of Sher Shah, in the district of Shahabad, is reported to be uncared for and overgrown with jungle. The local Public Works officer will be requested to make arrangements for the better protection of this interesting building. The Temple of Mundesvari and the tomb of Bakhtiyar Khan in this district are also worth preserving. A separate report on these monuments has been received from Dr. Bloch, and estimates for repairs have been called for from the Executive Engineer, Arrah Division.

Repairs of the Bhubaneswar and Kanarak Temples in the district of Puri are going on, and Dr. Bloch's recommendation regarding the cleaning of the carvings in some of the temples may be commended by the District Magistrate to the authorities in charge of these temples.

The Archæological Surveyor has submitted a separate report on the remains at Tribeni and Pandua, in the district of Hooghly, and has suggested certain petty repairs, which will be taken up when funds are available.

3. The total expenditure incurred last year on the repairs of ancient monuments amounted to Rs. 29,679, out of which a sum of Rs. 15,646 was expended on the repairs of the ruins at Gaj and Pandua, in the district of Malda, and Rs. 12,778 was spent on the repairs of the temples in the district of Puri; the gateway of the Juma Masjid near Rajmahal was also repaired, and wire netting was placed over the openings in Hasan Khan Sur's tomb and Sher Shah's tomb at Sassaram.

4. The "List of Ancient Monuments in Bengal" was prepared and published by the Public Works Department in 1895. To bring the work up to date and to correct inaccuracies and supply omissions, it has been decided to publish a revised edition. At the suggestion of the Director-General of Archæology, the work of revision has been entrusted to the Archæological Surveyor.

5. The Lieutenant-Governor thanks Dr. Bloch for his very interesting report.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

*Offg. Secretary to the Govt. of Bengal.*



(No limit has been fixed as to the number of pages).

# ANNUAL REPORT

## OF THE

# ARCHÆOLOGICAL SURVEY, BENGAL CIRCLE.

For the year ending with April 1902.

### PART I.—GENERAL REMARKS.

1. *Constitution of the Department.*—The non-gazetted staff of the Department remained as it stood at the time of my last report, up to the 13th March 1902, when the Pandit of the Survey, Babu P. C. Mukherji, joined the office of the Director-General of Archæology in the capacity of a draftsman. The vacancy thus created has not yet been filled up, and a proposal for doing so will be soon submitted. It appears to me most essential to engage the services of a good photographer, as neither I nor my draftsman are able to take photographs, and I shall propose accordingly.

2. *Tours of the Archæological Surveyor.*—I have been on tour from the 6th November 1901 to the 7th April 1902, that is, altogether 145 days, not counting two short interruptions in February and March, when I returned to Calcutta. My original programme included a visit to the Patna Division, Assam, and Dacca. I had, however, to postpone my visit to Assam until next year, as on my return from Bihar the season was already too far advanced to complete this journey. Instead of this I added some shorter tours to my programme, which I could still conveniently undertake. Having received information about the excavation having begun around the Black Pagoda at Kanarak in district Puri, I went down there on the 20th February 1902, in order to see how the work was done, and if necessary, to offer any suggestions to the Engineer in charge. I also took this opportunity to inspect the work, which is now in progress at Bhubaneswar and Khandagiri in the same district. At all these places, I was accompanied by Rai Prasanna Kumar Pal Bahadur, the Honorary Assistant Engineer in charge of the work. The results of my observations will be detailed in Part II of this Report. On my way to Dacca, I visited Khulna, in order to see the important remains at Bagerhat, viz., the tomb of Khanja Ali, as he is locally called, and the big mosque with 77 domes, called Sat Gumbaz, close to his tomb. Finally, I was ordered to inspect the remains at Atia in the Tangail subdivision of the district of Mymensingh, about which some information had been submitted to Government through the Collector of Mymensingh. I visited this place after the completion of my tour in Dacca district, and I have submitted a special report on the remains there in my letter No. 37, dated the 29th April 1902. I was also ordered to inspect the Siva temples at Bakresvar in the Birbhum district, and the tomb of Zafar Khan Ghazi at Triveni and the mosque and minar at Pandua, both in the Hooghly district. I did this on my way back from the Patna Division, and I have submitted special reports on these remains in my letters Nos. 13 and 16, dated the 18th and 19th February 1902, respectively.

My journeys during the last touring season thus include the following districts: Champaran, Muzaffarpur, Patna, Shahabad, Gaya, Birbhum, Hooghly, Puri, Khulna, Dacca, and Mymensingh. Their results will be detailed in Part II of this Report. The principal object of these preliminary inspection tours was to inspect as many ancient remains as possible, in order to ascertain what is really worth preserving, and also which places or areas should be surveyed in a more detailed and systematic way.

With regard to the latter point, I have submitted certain proposals in my letter No. 38, dated the 29th April 1902. I consider it essential that good photographs, plans, and drawings should be prepared of some of the more important groups of monuments in this province. Very little has been done in this direction, and scarcely anything has been published. It seems, however,

advisable to me to undertake such works always with a view to publication; otherwise, money and labour spent on them will be almost lost to those who take an interest in archæology. Conservation, it is true, is the primary object of the present survey; but as owing to the liberality of the Local Government during the last years, the most important monuments in Bengal are now in a fair state of repairs, time appears to have come to make some of them better known to the general public interested in them by means of *facsimile* reproductions of good photographs and drawings accompanied by the necessary explanatory text, as has been done with regard to other important ancient remains in India.

3. *Tours of Babu P. C. Mukherji.*—Up to the Puja holidays, the Babu travelled in the districts of Champaran, Darbhanga, Gaya, Shahabad, and Patna, where he inspected and reported on a number of ancient nonuments, and from where he brought down impressions of a good many inscriptions. He then visited several places in the Bhagalpur district, the Burdwan Division, and the district of Balasore, until, on the 18th March 1902, he joined his new appointment as draftsman to the Director-General of Archæology. The results of his journeys have been submitted to me in several preliminary reports at the end of each month as well as in a general report, and they will be found detailed in Part III of this Report. As regards inscriptions, the discovery of one important new document is due to him. He found it inside the Gadadhar temple at Gaya, but, unfortunately, the greater portion of it is now covered by a statue of Vishnu in the sanctum of the temple, and his attempts to get permission from the owner of the temple to remove the statue in order to take an impression of the inscription have not met with success. He thus was able to copy only the beginning. As the inscription opens with an invocation to the Sun God, it is probable that it records the erection of a temple of that deity; it is certainly not *in situ* at present. The next two verses are found also in another, hitherto, unpublished Gaya inscription, which also escaped the notice of the Babu. It is now inside a small shrine in the compound of the Vishnupad temple. It refers to the time of Nayapala, tenth century A.D., and mentions the names of three persons, father, son, and grandson, *viz.*, Paritoshā, Sudraka, and Visvarupa, who are known to us already from an inscription in the Krishna Dvarika temple at Gaya. The inscription, discovered by Babu P. C. Mukherji, only contains the first name, Paritoshā, but it is almost certain that in the portion now covered by the Vishnu statue the two other names follow, and that it belongs to the same period.

4. *Preservation of ancient Monuments.*—Apart from repairs which are going on since previous years, such as the repairs to the temples at Bhubaneswar in the district of Puri, and to the Muhammadan remains at Gaur and Panduah in the district of Malda, or from other repairs which have been sanctioned at the motion of the local Engineers in charge of those buildings, and of which intimation has reached me from time to time, such as the closing by wire-netting of the doors and windows of the tombs of Sher Shah and his father at Sassaram in the district of Shahabad, and certain repairs to the palace at Rohtasgarh in the same district,—apart from those, I have submitted proposals with regard to the preservation of the following ancient monuments:—

(a) Certain minor repairs to the great Siva temple at Bakresvar in the district of Birbhum. I have, later on, received a communication intimating that the local Sebais of the place will provide for the cost of these repairs.

(b) Repairs to the minar and mosque at Panduah, and to the tomb of Zafar Khan Ghazi and the mosque at Triveni, both in the district of Hooghly. My proposal principally concerns the minar at Panduah, which, though not of any great artistic value, seems to me well worthy of preservation on account its being quite unique in this province. It is evidently an imitation of the Qutub Minar at Delhi. Its fifth storey and top piece have broken down, and I have proposed to re-build these portions, which may be easily done with the help of a lithograph published in 1871 by the late Mr. Blochmann, on which the entire structure is still seen. With regard to the other buildings, I have thought it sufficient if only such preventive measures are taken as may preserve those portions of them which are still standing from complete destruction.

c) Repairs to the broken Asoka column near Pipariya, in the district of Champaran, commonly called the Rampurwa Asoka pillar. It will be



necessary to remove the larger portion of the pillar, now lying in the open field for a distance of some 800 or 1,000 feet to the south, to its original site, where its broken base is still standing, and to put it up there in its original position. I again beg to emphasize the necessity of these repairs owing to the high antiquity and great importance of this monument, and I shall deem it a special favour if the Local Government may see its way to provide the necessary funds for these probably comparatively expensive repairs.

The following proposals have not yet been submitted to Government, but will be so before I go on privilege leave in the beginning of July :—

(d) Repairs to the tomb of Bakhtiyar Khan, near Chainpur, in the Bhabuah subdivision of the district of Shahabad. It is almost a copy of the tomb of Hasan Khan Sur, the father of Sher Shah, at Sassaram, evidently of the same time. But it is a very fine specimen of its kind, and now in such a condition as to make repairs urgently required, if the monument is not to be allowed to tumble into pieces. A separate report will be submitted shortly.

(e) Repairs to the tomb of the Bengal Sultan Ghiyasuddin Azam Shah, near Mograpara, the site of Sonargaon, the ancient capital of Eastern Bengal, in the Narainganj subdivision of the district of Dacca. It is a plain basalt sarcophagus, resting on a basalt platform. No inscription is found on it, and only tradition points to it as the burial place of this king, who is best known on account of his literary correspondence with the famous Persian poet Hafiz. What will be required to do to it, is merely to raise the platform and the sarcophagus, which have now sunk, and the stones of which have become dislocated. This probably can be done without any great outlay of money. I shall also propose to add a suitable inscribed tablet to it, saying that this tomb is traditionally pointed out as the resting-place of Ghiyasuddin Azam Shah. Similar tablets are now erected at various places of historical interest all over India. A special report will be submitted later on.

5. *Photographs, drawings, and inscriptions.*—As I have already remarked in paragraph 1 of this report, no photographer has been employed by me, and consequently I have not been able to take any photographs of the monuments inspected by me. I intend, however, making provision for this before I start on my next journey. As to drawings, my stay at the places visited by me generally was limited to a short time only. In order to procure good drawings it is necessary to provide for a prolonged stay of several days at each place, in cases even for several weeks. It will even sometimes become necessary to make special preparations, such as scaffolding, wherever the building to be sketched is very high, in order to take the necessary measurements. I do not think that drawings based on mere rough sketches, such as I might have procured during my last journey, are of any value, and it is for this reason that I have not brought back any drawings to speak of. Of inscriptions I have copied and read a great number, partly on the spot from the original stone, partly from impressions on paper. I have already in paragraph 3 of this report referred to the discovery of two new inscriptions at Gaya of the 10th century A. D. I also took an impression of the unpublished Sanscrit inscription at the Akshaya-vata at Gaya, which is of the same time, and of another small but valuable inscription in Sanskrit at the Prapita-Mahesvara temple close to it. Its date corresponds to Thursday, the 1st May 1242 A.D. As I shall show later on in Part II, these inscriptions are of special interest for the local history of the sacred tirthas of Gaya, helping us to put back their date to a period far anterior to the time when the present temples were erected, which, as I need scarcely remark, are all of comparatively recent age. Some of the many votive inscriptions on Buddhistic images in the districts of Gaya and Patna are also of some interest on account of the names which they preserve. In Dacca, I found on a loose slab an apparently new inscription in Persian poetry mentioning a king Ruknuddin, who is evidently the Bengal Sultan Ruknuddin Barbak Shah (1459—1474 A.D.) It is the first instance of an inscription of a Bengal Sultan composed entirely in Persian poetry. I think that for the first time I have succeeded in deciphering the inscription of the time of Sher Shah on the dargah of Shah Juman Madari at Hilsa, near Bihar, and of the short inscription over the prayer niche of the tomb of Sher Shah's father at Sassaram. I regret

that I was unable to procure an accurate copy of the inscription over the central arch of the Alamgiri Masjid at Rohtasgarh. It is written in very small characters, and put up in a position very high up, so as to make it impossible to read it while standing down below. But from what I could make out, it is evidently a record of Sher Shah's time, thus helping us to fix the accurate date of this Mosque, which local tradition ascribes to the time of Alamgir. Another, evidently unpublished, inscription of the time of Shah Jahan was found over the door to a tomb at the foot of Rohtasgarh hill. It is of some interest, as it mentions the several parganas forming the jagirs of the then Qiladar and Darogah of the fort. A great many new inscriptions of the Moghul time also have been copied; their principal value consists in enabling us to determine the accurate date of the buildings to which they are attached. I shall refer to these inscriptions in connection with my notes on the places where they are found in Part II of this report, and I do not, for this reason, consider it necessary to add to this report a list of all the inscriptions of which copies have been taken.

6. *Sculptures and statues.*—In two of the districts visited by me, *viz.*, Gaya and Patna, a great many ancient statues are found scattered all over the country. Generally, they are now put up in modern temples and worshipped as something quite different, of course, than what they originally were meant to represent. But many of them are still lying loose, and there is scarcely a single village where not at least some fragments of ancient statuary are collected under the village pipal tree. Those statues generally belong to the time of the Pala kings, who ruled over Bihar and portions of Western Bengal from 800 to 1200 A.D. They are both Buddhistic and Brahmanical, and they afford a very graphic illustration of the connection between these two rival sects, which seems to have developed more and more towards a gradual intermixture of both, the result being that Buddhism became more and more Hinduized. As an instance of this, I may quote the statue of Karttikayini, the female energy of the war god, inscribed with the Buddhist creed. I found this curious image at Dharawat, in the district of Gaya.

The Buddhistic images are of special interest. With the exception of the Græco-Buddhistic sculptures from Gandhara, found all along the North-Western frontier of India, they are the only class of Indian Buddhistic art, which has come down to us with a fair amount of completeness. The Indian Museum in Calcutta is the only institution which possesses a good collection of this particular branch of Buddhistic art, and it is a matter of great regret that many rare specimens, which would greatly add to the value of this collection, are at present put up in local shrines, and thus have become objects of religious worship, so as to make it impossible to remove them to this institution, where not only they would be better cared for than at their present places, but also serve a more useful purpose in the interest of archæology, than they now do. I have, however, noticed a few valuable specimens, now lying uncared for, which it will be possible to procure for the Indian Museum, and I shall later on submit a special report with regard to this point.

7. *Concluding remarks.*—The staff of this Department has worked to my entire satisfaction. Babu P. C. Mukerji has shown great zeal in completing the tours which he was ordered to undertake, for a great part of the year under trying circumstances. My draftsman, Babu Haridas Dutta, has been of great use to me in copying inscriptions, for which he is particularly skilled. For reasons above stated, I am not able to submit any specimens of his drawings; but drawings of his, previously submitted, have met with great approval. My clerk, Babu Krishna Chandra Mozumdar, was left in sole charge of my office during my absence on tour, and he has given me much satisfaction by the great care with which he discharged his duties.

#### PART II.—NOTES ON ANCIENT MONUMENTS VISITED BY THE ARCHÆOLOGICAL SURVEYOR.

##### A.—DISTRICT CHAMPARAN.

8. *General remarks.*—The following is a list of ancient remains in the district of Champaran, inspected by me:—

The three Asoka pillars, *viz.*, the two Lauriya pillars, one near Thana Gobindganj and the other fifteen miles north of Bettiah, and the broken



pillar near village Pipariya, Thana Shikarpur, in the Bettiah subdivision. The last is commonly known as the Rampurwa pillar, while the others are called, respectively, the Lauriya-Araraj and Lauriya-Navandgarh, or Radhia and Mathia pillars. The last two names are misnomers, they having been chosen, as it appears, by Mr. Hodgson's Pandit in order to avoid the obscene-sounding name Lauriya;

The ancient Buddhist stupa, two miles south-west of Thana Kesariya;

Another mound, evidently the ruins of a Buddhist stupa, called Sagardih, on the road from Pipra to Kesariya;

The earthen barrows, probably sepulchral mounds, close to the second Lauriya pillar, fifteen miles north of Bettiah;

The Nandangarh, wrongly called Navandgarh, close to the same place;

The Chankigarh, three miles west of Thana Shikarpur;

Ancient fort and modern temples at Simraon, in Nepalese territory, five miles from Purnahia factory;

The Nonachaur-ka-garh, five miles east of Motihari;

Fort and temples at Sitakund and Bediban, close to Pipra railway station.

I shall deal with them in the order of this list.

9. *The Asoka pillars.*—These pillars, together with another one near Bakhra, in the district of Muzaffarpur, which will be mentioned later on, mark the stages of the journey to Nepal, which Asoka undertook in the 21st year of his reign in order to visit some of the holy sites of Buddhism. In the 27th year of his reign he ordered six religious edicts to be engraved on them. These edicts are not on the Bakhra pillar, but from its general style, as also for other reasons, there can be no doubt as to its origin. Of the three Champaran pillars, that at Lauriya-Nandangarh, fifteen miles north of Bettiah, is best preserved. With the exception of some injuries to the jaw of the lion on its capital, evidently the effect of a cannon shot, the mark of which may still be seen on the northern face of the pillar, it is still almost perfect. I think General Cunningham is right in attributing this damage to some zealous followers of the army of Mir Jumla, which was then on its way back from Bengal after the defeat of Sultan Shuja, the brother of Aurangzeb. The date Hijra Era 1071=A. D. 1660-61, which is found inscribed on the pillar in connection with the Muhammadan creed and the name of Aurangzeb, points to this. I believe that the destruction of the northernmost pillar near Pipariya, some twenty miles distant from the Lauriya-Nandangarh pillar, is due to the same agency. The Lauriya-Araraj pillar, near Thana Gobindgunj, has lost its capital, but is otherwise in a fair state of preservation. Both Lauriya pillars seem to suffer considerably on their northern faces from the effect of the weather; they look quite black there, and their polish, although beautifully preserved otherwise, has gone in these portions. A few small cracks also begin to spoil the writing, which, however, is still in a very fair state. I am afraid no preventive measures against this are available. Perhaps the pillars might be cleaned from time to time, provided this is done with great care. Although they are now surrounded by iron railings, vandal scribbling of names on them is still going on. The latest addition to this illustrations list is the name of S. P. Sinha, a Sub-Inspector of Police from the Lauriya out-post, who recorded his name on the Lauriya-Nandangarh pillar as lately as the 31st May 1898. Luckily the ancient edicts are so high up that they cannot be reached without the help of a ladder. These modern names are all on the lower, uninscribed surface of the pillars.

The northernmost, so-called Rampurwa pillar, near village Pipariya, is still deplorably neglected. I have accordingly, in my letter No. 40, dated the 1st May 1902, submitted a special report on this pillar, proposing that it might be put up again in its original position. Its broken base still stands *in situ*, midway between two low earthen mounds covered with brick fragments, evidently the remains of some Buddhistic monuments. The greater portion of its shaft now lies within a swamp, almost entirely under water, some 800 or 1,000 feet to the north of its base. Evidently an attempt was made to remove it, which, however, soon was given up on account of its difficulty and costliness. Close to it stands the capital, which was disconnected from the shaft by Mr. Garrick in 1881 in order to take a photograph of it. It still stands in the same position as put up by Mr. Garrick, but the lion was

already then lost, and it seems hopeless to recover it. Only the broken feet of the lion are still on the top of the capital.

The three Asoka pillars are by far the most important remains in the district, and range among the most valuable ancient monuments of India. It is for this reason that I venture to hope that my suggestions with regard to the conservation of the Rampurwa pillar will meet with favourable consideration by Government.

10. *The Kesariya and Sagardih Stupas.*—The first stupa stands two miles to the south-west of Thana Kesariya. It consists of a round brick tower raised upon a brick platform. I think General Cunningham is right in identifying it with one of the monuments described by the Chinese pilgrim Hiuen Tshang. It was at that time, in the 7th century A. D., believed to have been erected over a place where Buddha, in one of his former births, had appeared as a Chakravartti or universal monarch. From its general appearance it may well be ascribed to the first centuries of the Christian Era. The absence of any surface ornamentation around the tower is remarkable. Apparently these have disappeared in the course of time. A hole has been dug into the tower, probably by some treasure-seeker. There is, however, little probability that it contains any relic deposit, as for the reason stated above, the monument seems to belong to the class of memorial stupas, of which many existed in India at various places, connected with some remarkable event in the life of Buddha or other saints. The platform of the stupa is now covered with thick jungle, and difficult of access. Without clearing away the jungle and making some excavations all around it, it is impossible to form an idea of its exact structure. I think, however, that this would be worth undertaking, although the site does not seem promising with regard to statues and sculptures. Probably the stupa had only some plain ornaments around its surface. I did not find the statue of Buddha inside a low brick mound close to the stupa which General Cunningham mentions; the mound, which has been excavated several times, may still be seen.

The mound called Sagardih by General Cunningham is locally known simply as 'bhisa' or mound. The village Sagar is close to it. It stands at a distance of some three or four miles from Pipra, on the road to Kesariya. Although it is now too thickly overgrown with jungle vegetation to allow of forming an accurate idea as to its original shape, I do not hesitate to accept General Cunningham's opinion that it was a Buddhistic stupa. At the foot of the mound is the tomb of a Muhammadan saint called Mallang. It is a very insignificant, modern looking brick building, with vaulted roof. At a little distance there is a large tank with a debi-ka-asthan on its borders, such as hundreds may be seen all over the country. Altogether, this place does not look like a promising site for any detailed investigation.

11. *Earthen barrows probably sepulchral mounds at Lauriya, 15 miles north of Bettiah.*—I believe these mounds would very well repay a systematic exploration. It would thus be possible to form an opinion as to their original destination. Hitherto, the only clue seems to be a short reference in the Bengal Administration Report from 1868-69, saying that a short time ago, a leaden and perhaps a second iron coffin with human bones was found in some of them. The various excavations by General Cunningham and his assistants have not yielded any results to speak of. When I was at Lauriya, Mr. Moore, the present Manager of the Lauriya farm, showed me some copper vessels, which, together with two ancient copper coins, had been dug up from one of the mounds. The copper vessels were of exactly the same shape as those at present in use, and, although covered with verdigris, may be of quite recent date. Of the coins, one belonged to Mahmud Shah of Jaunpur and had the date 847 A.H.=1443 A.D. The other was very much worn off and could not be identified. From its size, it looked like a Græco-Indian or Indo-Scythic coin from the North-West, rather a remarkable find considering the locality; but nothing definite could be made out with regard to it.

I counted altogether fifteen mounds, some very small, some higher. They are arranged in three rows, one running from west to east up to the place where the Asoka pillar stands, and two parallel rows, running from north to south, at the western end of the first row. This arrangement suggests that they were erected according to some definite plan or scheme. Some of the eastern



mounds show fragments of brick on their surfaces; others seem to consist merely of earth, which in course of time has hardened and developed into a stiff clay, which is now to a large degree used by the natives of the place, who mix it with water in order to paint the walls of their houses.

12. *The Nandangarh and Chankigarh.*—These two remarkable ruins, which are situated in sight of each other, one close to Lauriya, 15 miles north of Bettiah, and the other some 10 or 11 miles north of it, are locally believed to be forts built by some ancient and fabulous Rajas. The former is generally called Navandgarh, but the actual local pronunciation is Nandangarh. From time to time attempts have been made to identify them with some of the large Buddhist stupas, mentioned by the Chinese pilgrims, which, from the distances and directions recorded by them, may be looked for in these or adjacent tracts of the country. Even recently Mr. V. A. Smith has upon similar calculations pronounced the Nandangarh to be the stupa erected by Asoka over the ashes of Buddha, but he freely admits the impossibility to affirm this positively, until an adequate survey of the entire groups of ruins is made, and well-devised excavations are effected. From my own preliminary observations I am not inclined to believe that these huge and, as it seems, solid masses of bricks are the remains of any buildings of this kind, and I should rather look upon them as some sort of fortifications. Around the Nandangarh the traces of an old ditch are still visible. On its top, which forms an oblong terrace, traces of some small brick buildings, perhaps watch-towers, remain. The Chankigarh, which is much higher, consists of two parts, one platform with sloping sides upon which rests an oblong building, the sides of which fall down perpendicularly, while only the top seems to be a little rounded. A broad winding pathway leads up to the top from the south. Above, no remains are seen, except some small insignificant shrines. At one place some digging has been done, apparently by Mr. Garrick in 1881, although in his report he makes no mention of this. Some sheets of water run around the mound, perhaps the remains of an old ditch. Both mounds seem to consist of solid masses of bricks some 300 to 500 feet in circumference, but I could not observe anything in their structure that resembles a Buddhist stupa. A detailed and systematic exploration of both the Nandangarh and Chankigarh is well worth undertaking, but this will require time and special funds.

13. *The remains at Simraon, Nonachaur-ka-garh, Sitakund and Bediban.*—The remains at Simraon are already within Nepalese territory. It once must have been a large town surrounded by walls, traces of which are still visible; the boundary now runs along the southern wall. Close to the Isra tank is a math with a temple of Kankali, bearing an inscription, the date of which corresponds to 1747 A.D. It seems, however, to refer not to the temple to which it is at present attached, but to another older structure. Another larger math is at some distance from the Isra tank, at a place called Ranivas. It contains a large temple of the Nepalese style, enshrining images of Rama and Sita. All these buildings are of quite recent date and possess very little interest. Some unimportant specimens of ancient statuary are found inside of them.

The Nonachaur-ka-garh is wrongly called Sarongarh in the List of Ancient Monuments in Bengal. Sarongarh is about two miles distant and does not contain any ancient remains. The Nonachaur-ka-garh is an oblong fort, divided into four smaller sections by two roads running through it, one in each direction. At the place where they meet an ancient tank exists, which is now silting up. All the four sides of each of the four smaller sections seem to have been protected by walls. They are now mostly dangerous of access, owing to the thick jungle which covers them.

Sitakund and Bediban are two places close to the Pipra Railway Station. The remains at the former place are within an oblong enclosure wall, with a way running through each of its four sides. They consist of a deep circular pond, surrounded by bricks, with four ghats leading down to it, and of several modern looking temples and shrines, together with some Samadhs of Sadhus. The principal temple enshrines eight well-preserved images of an older date, viz., two Ganesas, one seated with four arms, and one dancing with eight arms; one Surya; one Hanuman; one Ravana, with 20 arms and 10 heads, five of which are only shown on the carving; one Vishnu; one Durga; and one Mahishamardini, or Durga, in the act of killing the buffalo-demon. The most

remarkable object of worship inside the Bediban temple, which stands on a high mound, apparently the remains of an older structure, is a slab bearing an inscription in Arabic or Persian. This stone now receives poojah from the Hindus of the place. Unfortunately, it is covered with such a thick layer of cement that it is impossible to read it. General Cunningham thought he could read the name of Mahmud Shah, whom he identified with the Jaunpur king of this name (1450 A.D.). This is probable. Guided by the fact that a Muhammadan inscription had become an object of Hindu worship, and by the style of the principal temples at Sitakund and Bediban, which closely resemble Muhammadan tombs, General Cunningham further started a theory that these places had originally belonged to the Muhammadans and had later on been appropriated by Hindus, a remarkable fact, if true, as generally the reverse has been the case. But I believe this theory has very little to speak in its favour. The peculiar style of the two temples may be observed at several places in Bihar, and does not point to a Muhammadan origin.

The remains mentioned in this paragraph are not worth preserving. Other still more insignificant remains at the same places have been left unmentioned.

#### B.—DISTRICT MUZAFFARPUR.

14. *The remains at Bakhra-Basar and at Hajipur.*—The remains at these two places are the only ancient monuments inspected by me in the Muzaffarpur district. At the former place the principal object of interest is the Asoka pillar already referred to in paragraph (9) of this report. Although it does not contain any inscription of Asoka, yet its style as well as its material distinctly point to its having been set up by order of this king. Moreover, it is possible to identify it with one of the Asoka pillars, mentioned by Hiuen Tshang at the site of the ancient Vaisali, as General Cunningham has shown. No ancient inscription is found on it, but it has been scribbled all over by modern visitors. The pillar is much lower than the other ones, probably on account of the subsequent rising of the surface around it; also the polish is not as fine as on the other pillars, and the lion on its capital is clumsier than that at Lauriya-Nandangarh, and rests not on a circular abacus with the geese ornament around it, as at Lauriya-Nandangarh and Rampurwa, but on a square base without any ornamentation. Close to it is a low mound, upon which some Buddhist statues of the Pala time are enshrined within in a modern hut. Extensive remains are scattered all over the country for several miles distant. These have been identified by General Cunningham with the ruins of Vaisali, the capital of the Lichhavi country, a famous place in the history of Buddha. Dr. Hoey has recently attempted to set aside this identification, but his arguments are very little convincing. To check the various identifications put forward by General Cunningham would require a detailed and systematic survey of the whole area, accompanied by judicious excavations, a work which, for various reasons, seems to be promising of valuable results. The pillar at Bakhra is in good state of preservation.

Hajipur, an important place in later Muhammadan times, contains an old mosque with three domes, built by Makhsus, in the time of Akbar. This we learn from an inscription over its gateway. Unfortunately the exact date of this record could not be made out. The mosque is built of stone and in a fair state of preservation, except that some of the carvings in its outer walls have become defaced, owing to the influence of time. It is not very remarkable, neither on account of its style, nor for any other reason.

#### C.—DISTRICT GAYA.

15. *Preliminary remarks.*—The ancient remains inspected by me in this district will be dealt with in the following order :—

- The city of Gaya;
- Budh-Gaya and adjacent places;
- Kauwa Dol;
- The Barabar and Nagarjuni Hills;
- The remains at Dharawat, close to these hills;



The remains at Bela and Ner ;  
 The remains at Pai Bigha, Ghenjan, and Kispā ;  
 The Hindu temples at Konch, Pali, Utern, Deo, and Umga ;  
 The remains at Pachar and Cheon, near Rafiganj ;  
 The remains at Kurkihar, Punawa, Hasra Kol, and Bishenpur ;  
 The remains at Afsand and Parbati Pahar ;  
 The Muhammadan remains at Miranpur Nadera, Jaru, and Hasanpur  
 Kako.

This arrangement endeavours to group together those ancient remains, which either geographically or for other reasons are connected with each other. With the exception of the last item, all other remains are either Buddhist or Brahminical. There is scarcely any ancient place in this district as well as in the neighbouring district of Patna, where not ruins of both classes are found together. This is not a mere chance, but, as I have already pointed out in paragraph (6) of this report, it represents fairly accurately the state of affairs which prevailed throughout ancient Magadha in the last centuries before the downfall of Buddhism.

16. *The City of Gaya.*—The many temples which now adorn the sacred tirthas of Gaya, are more or less modern and afford but little archaeological interest. They contain, however, a number of ancient inscriptions and statues, with which I shall principally deal in this paragraph.

As regards inscriptions, I have already, in paragraph (5) of this report, mentioned the discovery of some new or unpublished documents at Gaya. One was found by Babu P. C. Mukherji, inside the Gadadhar temple. It probably refers to the erection of a temple to the Sun-God, and dates from the time of Nayapala, *i.e.*, the 10th century A.D. Unfortunately, it is now covered by a statue of Vishnu, and as there seems to be no chance of the owners of the temple agreeing to remove this image, only the beginning of it could be copied. Another very similar record of the same period was found by myself inside a small shrine in the compound of the Vishnupad temple. It tells us that Visvarupa, apparently a high official, well known to us from other Gaya inscriptions, adorned Gaya with a multitude of temples erected to Gadadhara and other deities. The inscription is not *in situ*, and it is impossible to say to which Gadadhar temple it refers ; it is certainly not the present shrine of this name. The inscription near the Akshaya-vata or eternal banyan tree is of the same time and is interesting for the local history of Gaya, as it mentions this tree and thus shows that it existed as a tirtha already in the 10th century A. D. Close to it is the temple of Prapitamahesvara, to which a small Sanskrit inscription is attached. It is interesting both on account of its date and the light which it throws on the local history of Gaya. Its date is the Samvat year 1299, the new-moon tithi of Jyaishtha, a Thursday, while the Suratrana (*i.e.*, Sultan) Maujadina was reigning. This Sultan must be identified with Muizuddin Bahram Shah of Delhi, who was taken prisoner on the 10th May 1242 A.D., and murdered on the 19th May of the same year. Calculating all the possible European equivalents of the Indian date, I find that both the 1st May 1242 A.D. and the 18th June 1243 A.D. would agree, both being a Thursday, coupled with the new-moon tithi of Jyaishtha. But, as the inscription refers also to the reign of Muizuddin Bahram Shah, the first date only, *viz.*, 1st May 1242 A.D., is admissible, and the inscription thus was written only a few days before the end of this king. Its purpose is to record a pilgrimage to Gaya, which some Rajput minister, apparently from the North-West, had undertaken. He says: "I have done Gaya. Witness thereof is Prapitamaha." A statement of this kind is now technically called 'Sakshi-Sravana,' or 'invocation of witnesses.' It is incumbent upon every pilgrim either at the end of each of the stations which he has to go through, or at the completion of the whole pilgrimage, on the seventh day, to invoke the gods as witnesses that by completing the prescribed rites he has freed himself from the debt which he owes to his ancestors. In the present ritual, the 'eternal fig-tree' and the temple of Prapitamahesvara are the last station to which the pilgrim goes, and as a record of this kind refers just to the deity of the temple where the pilgrimage now ends, we may conclude that in one important point at least, the ritual to be observed at Gaya some 650 years ago was exactly the same as it now is.

I also copied a small Sati inscription at the Gadadhar temple and an inscription in Telugu characters near one of the ghats leading down to the river Phalgu. The latter I am unable to read myself. Other well-known inscriptions have been left unnoticed.

The only ancient statue, which I found at Gaya, is the figure of an elephant, represented in the act of culling flowers or fruits from a tree, a favourite subject in ancient Indian art. It is decidedly a carving of at least the beginning of the Christian era. It stands inside a small shrine on the way to the Vishnupad temple, and is locally called Gaya-gaja, or the Gaya elephant. I find it mentioned already in Narayanabhatta's Gayanushthana-Paddhati, a manual on the ritual to be observed at Gaya, about 300 years old. All the other images are of the style and material used in the Pala time (800—1200 A. D.), and probably also later on, but some are remarkable for various reasons, and will be noticed here accordingly. An image of Vishnu, seated cross-legged, with four arms, two of which rest on his lap, while the others hold club and wheel, is rare and not often met with. His female energy, Vaishnavi, is generally represented as seated on Garuda, but I found one image of her, where she is shown standing, with four arms, two of which hold a shell over her breasts, so that the top of the shell just touches her chin, while the other two hold club and wheel. A statue of Hari-Hara, *i.e.*, half Vishnu, half Siva, was remarkable on account of its showing the phallic emblem of Siva; it must be very old, as subsequent ages considered such representations too indecent, and left out this emblem. I found also an image of Siva and Durga, representing them standing, their hands joined together with the nine planets above, and the bull and lion on the pedestal. This is a rare type, the common representation showing Durga seated on Siva's lap in an amorous posture. A standing figure of her, with bull kneeling to her right, and lion to her left side, probably might better be called an image of Mahesvari. On an image of Chamunda, one of the seven mothers, I found an inscription saying that it was the pious gift (*deva-dharma, sic!*) of Valahaka, the son of Adhu; this term is generally met with only in Buddhistic votive inscriptions, where it is exceedingly frequent. A curious piece of carving, not altogether rare, represents five round balls, resting on a square plate. When questioned as to its meanings, the local people explained it as a representation of the breasts of Bhagavati. Rude figures of the same meaning are certainly found almost in every village of Bihar, but their shape is different, and I do not know whether the local explanation holds good. I need scarcely refer to the multitude of lingas or Mahadevas found at Gaya. Some imitate nature with a certain accurateness, while others are merely conventional. Some show a great number of small lingas carved around them; they are called 'Sahasralingas'; others have one, four, or even five heads of various gods and goddesses carved upon their round surfaces. They are called: *ek-mukhi*, *chau-mukhi*, and *panch-mukhi* Mahadeos respectively. A *chaturmukha* Mahadeva is already mentioned in an ancient inscription from Budh-Gaya, published by General Cunningham in his *Mahabodhi*, where he has misunderstood the term.

The absence of Buddhistic images in Gaya is remarkable. I found only a few inside the shrine on the top of the Pretsila Hill, and also at some other places. The temple on the Pretsila Hill contains an inscription both in Nagari and Bengali characters, the date of which corresponds to Saturday, the 23rd July 1774 A. D. (new style). It says that the steps leading up to the hill were built, for the convenience of pilgrims, at the expense of Madan Mohan Dutt of Calcutta; the gomasta was Ganga Narayan Kar of Orissa, village Gopalpur, pargana Balu, Sirkar Cuttack; the tahvildar was Kali Charan Chaudhuri, of village Simlagadi, pargana Pandua, in Burdwan. It took one year to complete this work.

A modern dharamsala in front of the Prapitamahesvara temple bears a date corresponding to Sunday, the 4th February 1849 A. D. Inside the temple, on the Brahmayoni Hill, are some footprints dedicated by Maharaja Jayaji Rao Sindhia. The last hill receives its name from a small natural fissure in the rocks on its top, which just enables a person to crawl through it. This is looked upon as a symbol of the yoni or womb, and the pilgrim by going through this procedure escapes the fate of being reborn from a human womb.

Other temples and shrines visited by me call for no remarks here.



17. *Budh-Gaya and environs.*—I do not consider it necessary to offer any remarks here on the great temple at Budh-Gaya and its surroundings, as they at present stand. In addition to the known inscriptions on the ancient railing, I found another unnoticed one on one of the pillars, which are now inside the Bakraur Math. It says that the pillar was the gift of Nagadeva, the wife of Raja Bujhamita. On one of the statues inside the great temple, I found an inscription saying that it was presented by Indrabhadra, who came from Samatata, *i.e.*, Lower Bengal. He appears to have been a spiritual descendant of Silabhadra, of the royal family of Samatata, who at the time of Hiuen Tshang's visit (635 A. D.) was a venerable man of over eighty years. The monastery, where he resided, has been identified with some site near the modern Dharawat. I have met with other instances showing that monks adopted names formed with the same compound as the names of their gurus and pragurus, teachers and teacher's teachers. Evidently, they chose a new name on entering the order, as modern sanyasis still do. On a railing pillar outside the great temple is an inscription in modern characters saying that a pandit Jinadasa, who came from the hills, visited the Mahabodhi-bhattacharaka, evidently the Bodhi-tree. He has forgotten to record the year; the inscription concludes abruptly with Samvat, without any numerical figures, but the characters are scarcely older than the 15th century A. D. There is, however, nothing remarkable about this record, as the Bodhi-tree still is, and apparently long ago has been, one of the sacred places visited by the Hindu pilgrims going to Gaya.

Other places near Budh-Gaya, to which Hindus have to make a pilgrimage, are Dharmaran and Maltangi. The latter name is a corruption of Matanga linga. It contains a tank, called Matanga-vapi, which has been dug out later on within the area of an older and larger one, which has now entirely silted up. Close to it is a modern temple with a linga, called Matangesa. As the ancient stupa identified by General Cunningham with the Gandhahasti stupa, or the place where Buddha formerly had appeared as a large elephant, is very near to it, and as Matanga in Sanskrit means 'Elephant,' it seems obvious that the names Matanga-vapi and Matangesa contain a reminiscence of this ancient Buddhist site. Another place near Budh-Gaya deserves mention for one reason. It is visited by the Burmese as the traditional spot where Buddha was sheltered by the snake-king Muchilinda. Locally it is called Mucharin, which is evidently a corruption of Muchilinda. There is nothing to be seen there except an old tank. General Cunningham tells us that in 1861 he made this identification with the help of Hiuen Tshang, and that he suggested the same to the members of some Burmese embassy, whom he happened to meet there, and who at once accepted his theory. I think there is little doubt that the worship, which this wholly insignificant spot now receives from the Burmese, is due to General Cunningham's identification.

The cave on the Mora Hill, to the north-east of Budh-Gaya, is traditionally believed to be the Pragbodhi, a place where Buddha resided for some time before he reached Uruvilva, the modern Budh-Gaya. The cave is a natural fissure in the rock, about midway to the top of the hill. Its entrance has recently been closed by a masonry wall, put up by the Jogi who resided in the cave. It admits access only through a small door. No ancient remains of any importance are to be seen at this place.

18. *Kauwa Dol.*—The remains here are the ruins of an ancient Buddhist temple and a number of rock carved images, all along the foot of the hill. The temple enshrines a large statue of Buddha, seated, in the act of invoking the earth, when he was attacked by Mara and his army. This is one of the largest statues of Buddha which exist, and in fair preservation, except that a portion of the halo has broken. It still is *in situ* inside a small brick-built cell, but the temple is otherwise in utter ruins, only parts of its original brick-walls and some 13 granite pillars being traceable. The pillars probably supported an open hall in front of the temple.

The rock carvings represent almost exclusively Brahmanical deities. I only observed three Buddhist figures among them, *viz.*, one Vajrasattva, one Prajnaparamita, and one seated Buddha. The row in which I found these images continued with other Hindu deities, a further instance of the intermixture of both sects, to which I have already had occasion to point. The great

prevalence of figures of Mahishamardini among these carvings deserves to be noted. All the carvings may belong to the period from 800 to 1200 A.D. The stone does not withstand the influence of the climate, and some carvings have become very faint.

19. *Barabar and Nagarjuni Hills*.—The ancient rock-cut caves on those hills belong to the most interesting remains in this province; they exhibit fine specimens of the high proficiency with which in those remote ages, 3rd century B.C., Indian masons were able to handle such a hard material as the granite stone of those hills. Their polish is of a high order, and still almost perfect. Unfortunately, it has in some places become spoilt by Jogis and Sadhus, who consider it their right to reside inside the caves, and who put up crude stone walls against them. I found four of the caves inhabited by those worthies: one was a Bengali from Howrah, with University education. An immediate stop should be put to such a nuisance, and every modern occupant should be turned out at once.

There are altogether seven caves, four on the Barabar and three on the Nagarjuni hills. The former were dedicated by Asoka and the latter by his grandson, Dasaratha, to members of the Ajivika order, an ancient class of Brahmanical ascetics. Subsequent inscriptions show that in the middle ages also Hindu ascetics dwelt in them; probably they were never appropriated by Buddhist. It is evidently for this reason that they were not visited by the Chinese pilgrims, although their routes took them into the immediate vicinity of the caves.

20. *Dharawat*.—The remains of an ancient stupa, described by General Cunningham, are to the south of the Chandokar talao, midway up the hill. Only fresh excavation can throw new light on these structures. Two modern temples in the north-eastern corner of the tank, and a small shrine at some distance to the east, contain a large collection of ancient statues. I have already, in paragraph 6 of this report, referred to the remarkable image of Kartikayini with the Buddhist creed, which I saw there. A large statue of Avalokitesvara is lying, apparently uncared for, between both temples. It is a very curious piece of carving, and might, probably, without difficulty be removed to the Indian Museum. I observed also a curious figure of Surya inside the southern temple, which represents him with four arms, two of which rest on his knees, one holding a rosary and the other a water-vessel, while the other two are uplifted and hold each one full-blown lotus. The horses drawing his chariot are represented not, as usual, *en face* but *en profil*.

21. *Bela and Ner*.—The modern temple close to the Bela Inspection Bungalow contains one remarkably well-preserved big statue of Chamunda and a number of smaller ones, notably a carving showing three goddesses standing in one row, which seem to represent Brahmani, Sivani, and Vaishnavi. Close to the modern temple are the ruins of an older one, now mere heaps of bricks with two lingas standing upon them.

The temple at Ner is of little interest only. Its walls, and a pillared hall in front of it, are still standing. They are just inside the village, obstructed by modern mud-huts, and seem to be used as a cow pen. To the west of the village are the ruins of another temple, which seems to have stood inside a tank. They are very much gone, and very little remains of this structure.

I noted here some remarkable lingas, with four male figures around them, two standing and two dancing, both groups on corresponding sides; on each side of the pedestal, which is a square, a male figure is represented lying. I was unable to make out the meaning of these carved figures.

22. *Pai Bigha, Ghenjan, and Kiswa*.—Pai Bigha is a large village near Makhdumpur station, where, according to the list of ancient monuments in Bengal, some antiquarian remains are said to exist. The place had better be struck out from the list. The collection of ancient sculptures inside the village shrine is of no importance at all; a dilapidated Idgah outside the village deserves no mention; and what Mr. Beglar considers the remains of an ancient Siva temple, are merely some crude fragments of granite pillars, marked with the *trisul*, such as may be found in almost every village of the district.

At Ghenjan, some ancient Buddhist and Hindu statues may be seen, among others an image of Brahmani and Sivani. The principal figure is a large seated Buddha, wearing necklace and three-pointed diadem. Statues



of this kind are exceedingly common, but their meaning still remains a matter of doubt. They exhibit all the various postures and attitudes of the ascetic Buddha; but why in them he wears a necklace and a diadem,—a garb not suitable for an anchorite, is puzzling. The ruins of an ancient brick temple also exist to the north-east of the village.

At Ghanjan I found on the pedestal of a large statue of Avalokitesvara an inscription, which says that it was the gift of the Sthavira Ratna Sinha, who came from Nalanda, and was the disciple of the Sthavira Vriddha Sinha, and that it was dedicated by him for the benefit of his disciples Jnana Sinha and Uddyota Sinha. This is a remarkable instance of the adoption by Buddhist monks of names formed with the same compound as the names of their spiritual fathers, to which I had already previously, in paragraph (17), occasion to allude. A fragment of another identical inscription was lying close by. The modern temple at this place contains a large standing figure of Tara, now worshipped as Bhagavati, and carefully hidden by a yellow piece of cloth, which the priests at first refused to remove, under the pretext that the lady had to be kept in *purdah*; but they yielded to my request later on. Many minor images are collected at this temple, and at some distance stand in the open field a large Buddha, and Vishnu on Garuda. I observed also a broken Suraj (Narain, a peculiar form of linga, with small figures of Siva, Surya, and Lakshmi.

23. *Konch Pali, Utren, Deo, and Umga.*—I have grouped these places together, because I consider it evident that the temple at Konch is of the same period as the temples at Deo and Umga. The resemblance in style is remarkable. It originally had in front a flat-roofed pillared hall or mandapa, which still may be seen on an old photograph, taken by Mr. Peppé, but which now has fallen in, the stone pillars supporting it, still lying in front of the temple. The same is characteristic for the temples at Deo and Umga and the ornamentation of the spire at Deo also is of the same kind as at Konch. The temple at Umga is plain, without ornaments. Moreover, tradition points to Bhairavendra, who lived about 1450 A.D., as the builder of the Konch temple. From his time also date, as we know from local inscriptions, the principal monuments at Deo and Umga. For these reasons, I think that the hitherto accepted date of the Konch temple, *viz.*, eighth century A.D., should be put back for some seven centuries. The temple at Konch is not in a good state of preservation; although repaired some time ago, a great portion of the brick wall in front of the spire has fallen down. The building is worth being kept in a permanent state of repairs.

Inside the temple, the most remarkable piece of carving is a slab representing the Avatars or incarnations of Vishnu. It is distinguished from other similar representations by dividing the Vamana Avatara into two scenes, by leaving out the ninth or Buddha Avatara, and by representing Vishnu in his tenth or Kalki Avatara in the company of a female deity, with a small horse standing in front of them. I am unable to suggest a reason for these peculiarities. Other statues, also Buddhistic images, and remains of other minor temples abound at this place.

Pali and Utren are two small places near Konch, where some remains of no great interest may be seen. The temple at Pali is almost entirely gone, only some pillars and a statue of Brahma still standing amongst its brick ruins. At Utren are the remains of an old fort, probably Muhammadan, with a Muhammadan dargah.

Umga contains a great number of temples on the rocky spur close to the village, mostly in a very ruinous state, with the exception of the principal one, which stands lowest on the hill and closest to the village. The inscriptions found there have already been mentioned; they help us to settle the date of these monuments. Besides, they contain a list of fourteen local Rajas down to Bhairavendra (1450 A.D.) He died childless, and his widow adopted two Rajputs who happened to come to Umga on a pilgrimage to Gaya. Some 150 years hereafter, the family removed their residence from Umga to Deo, where they still reside. Traces of the old palace near Umga may still be seen. The temple at Deo probably dates from this time, although local tradition gives it a fabulous age. It is in very good preservation, and still in use. Among the sculptures collected inside of it, the prevalence of

the Suraj-Narain symbol deserves to be noted. The temple is dedicated to this deity, as also the principal temple at Umga.

24. *Pachar, Cheon and Deokuli*.—These places are all close to Rafiganj. The principal object of interest is a cave in the southern face of the Pachar hill. It is a natural fissure in the rocks, the opening of which has been closed by a brick-wall, giving access to the cave through a small, stone-faced door. In front of it stands a portico, resting on stone-pillars. Inside the cave is a large statue of Parsvanatha, seated, and other minor images, evidently all Jain. I could find no traces of any Buddhist remains in this cave, and it evidently belonged to the Jains. An inscription on its wall in rather modern characters says that a certain person, whose name could not be read, worships constantly Parsvanatha. The existence of a Jain sanctuary in this locality is of some interest on account of its isolation. All other remains at Cheon, Deokuli and neighbouring villages are either Hindu temples or Muhammadan mosques and dargas. They are of very little importance and need not be detailed here. Close to Cheon, in the open field, stands a rather well preserved large statue of Hari-Hara.

25. *Kurkihar, Punawa, Hasra Kol and Bishenpur*.—The extensive remains near Kurkihar still yield a great number of fine Buddhist images. A large collection of these may be seen in the modern village temple. Others, recently found, are now placed inside the zamindar's bungalow. These it will be possible to remove to Calcutta, where other statues, previously found there, have already gone to. The great mound south of the village is also an extensive quarry for bricks, and is dug into by the natives of the place at random. It is a great pity that never any judiciously devised excavations have been carried out at this place. It is a promising site, and the work would be worth undertaking. The vandal digging for bricks, which is now going on there, is likely, in course of time, to destroy all that exists.

This has happened already at Punawa, a place close to Kurkihar, where now scarcely anything exists. The remains of the temple of Triloknath, described by General Cunningham, have all been carried away since by the local zamindars, and nothing is left of them.

Hasra Kol has been identified recently by Dr. Stein with the Kukkutapada-Vihara, or the cock's foot monastery, mentioned by Hieun Tshang, which Cunningham erroneously located at Kurkihar. The valley between the two parallel ridges of hills abounds in ruins of ancient temples, &c., evidently both Hindu and Buddhist. A detailed survey of this area will be worth undertaking, as very little is yet known about it, and no accurate description exists. Three very fine Buddhist statues, said to have come from the Hasra Kol, are now placed inside a wretched small brick-house in the neighbouring village, Bishenpur. The principal figure is a large seated Buddha, with two attendants, one being Maitreya, the future Buddha, and the other evidently some form of Avalokitesvara. They are the finest specimens of Buddhist sculpture of the Pala time that I have seen, and for this reason it is a matter of regret that they are now hidden away at such an out-of-the-way place, where they are hardly accessible to any student of Art. I shall accordingly later on submit a special proposal for their removal to the Indian Museum.

26. *Afsand and Parabati Pahar*.—The big statue of a boar at Afsand, representing the Varaha Avatara of Vishnu, is one of the most interesting remains in the district. Its style, as well as its material, grey sandstone, distinctly point to the Gupta period. It closely resembles the boar statue at Eran, in the Central Provinces, which belongs to the same period. The earth, represented as a female, grasps one of the boar's tusks in order to mount the boar's neck. The whole body of the boar is covered with small figures of Rishis, represented generally in worshipping gestures. The statue stands in front of a high brick mound, evidently the temple of Vishnu, built by Adityasena, one of the later Guptas of Magadha, of about 600 A. D., whose long and important inscription, found at the same place, has become lost; it appears, soon after Major Kittoe discovered it and took a copy of it. His copy fortunately still exists. The structural remains of this temple, which are now buried below this mound, seem to be fairly well preserved, and a judicious excavation of the mound probably will reveal a great deal



of the ancient building. It would be a work worth undertaking, as Hindu temples of such a remote period are very rare and as, in this province at least, scarcely any remains of the same kind exist, which seem to be such a promising field for excavation. Other later statues are seen close to the mound, all were Hindu images, and I found no Buddhist statue at this place.

The remains at Parbati Pahar are of very little interest. They consist principally of the dargah of Haji Chand, Saudagar on the hill, a small insignificant building, occupying, as it seems, some ancient Buddhist site. Many heaps of bricks, also a few images, are found all over the hill and around the village.

27. *Miranpur Nadera, Jaru, Hasanpur Kako.*—The remains at these places are the only Muhammadan buildings inspected by me in the district of Gaya. The first two places are in the vicinity of the Barabar Hills, the last place lies some 5 miles to the east of Jahanabad. The dargah of Miran Shah at Nadera and some mosques close to it seem to be rather modern, and afford little of interest. They are kept in permanent repairs, and covered with white-wash. On one of the tombs I observed a linga put up against the head end. The mosque at Jaru is a building of the Moghul period. It can, on no account, be anterior to Sher Shah's time, but I am inclined to consider it as later. It is built partly of brick and partly of granite stones. Every detail of its ornamentation, which is not without taste, points to the Moghul period. It has three domes, and three prayer niches in back wall. The dargah of Bibi Kamal at Hasanpur Kako is very modernized, and little remains of its ancient structure. Fragments of glazed tiles, now placed in the walls, show that it must have been a monument of some consequence. No information with regard to its date is available. Fragments of some Arabic or Persian inscriptions on tiles are now placed over one of its gates, but they are not *in situ* and give no connected reading. Another inscribed stone slab is too much defaced to be read. A second mausoleum, called chota dargah, at the same place, deserves no mention.

#### D.—PATNA DISTRICT.

28. *General remarks.*—A number of the ancient remains in the district are of the same order as those in the district of Gaya. The modern city of Patna, Hilsa, Telara, Bihar, and Maner contain prominently and almost exclusively Muhammadan monuments. The dargah at Maner is one of the finest buildings of the Moghul time in this province. The ancient monuments inspected by me in the district of Patna will be described in the following order:—

Ancient Pataliputra and modern Patna;  
Rajgir and Giriyek;  
Silao, Jagdispur and Baragaon (Nalanda);  
Ghosrawan, Tetrawan and Pawapuri;  
Hilsa and Telara;  
Bihar;  
Maner.

29. *Ancient Pataliputra and modern Patna.*—The remains of ancient Pataliputra, the capital of Asoka, which, for some years past, have formed the object of extensive excavations, lie partly to the south of the East Indian Railway line, partly under the modern towns of Patna and Bankipur. The result of these excavations cannot be said to have answered the rather sanguine hopes, which some eminent Indian archaeologists, such as the late Professor Bühler, has entertained with regard to them. However, some of the ancient sites mentioned by the Chinese pilgrims have now been located with more or less certainty, and some fragments of ancient sculpture found during the excavations show that perhaps later on a day may come, when this ancient place will yield some important finds. The huge, solid mass of bricks, now buried under the Choti Pahar, evidently represents the ruins of a Buddhist stupa of great age, but the various excavations, which have been carried on there down to a considerable depth below surface, have brought to light no object of any interest. Another larger mound close to it, called the Bari Pahar, has not been dug into. The modern Agam Kua, a large well, evidently stands on an ancient site. Some 15 minutes distant from it stands an ancient carved



stone showing on each side a female standing, and holding the branch of a tree. Close to it lie the fragments of an Asoka pillar, which have been found during the excavations. Although no inscription is on them, yet their polish as well as the material, sandstone, so closely resemble the other Asoka pillars, that no doubt can be entertained with regard to this find. A large capital of Greek style of the Ionian order also was brought to light during the excavations. It was placed inside the golah at Bankipur, but at the time of my visit, it was no more there, and nobody seemed to know anything about it.

The oldest monument among the ancient buildings of the modern city of Patna, which are exclusively Muhammadan, is the mosque of the time of Sher Shah. There is no inscription on it, but there is no reason to doubt its traditional date. It is built of bricks, and covered by one large dome in centre resting on an octagonal spring. In each corner is a smaller dome, and between these four smaller domes, on each side, are one larger and two smaller vaulted roofs. The back wall has three prayer niches. Some repairs have been done to this mosque, but it is still in bad order, and some more might be done, as the building is remarkable on account of its style. Outside the mosque are a number of tombs, mostly modern. The oldest are the tomb of Koka Khan, who died in 1772 A. D., and of Mirza Aziz, who died in 1808 A. D. Another mosque, called Pather-ka-masjid, is of some interest on account of its inscription, which tells us that it was built by Parwez Shah, the son of Jahangir, out of the materials of the fort Majauli and a Hindu temple, which he had destroyed. Its date is the Hijra year 1036, which began on the 22nd October 1626 A.D. Numerous other mosques and dargahs call for no remarks here, except that some of the ancient carved stones from Gaur, in the district of Maldah, are found built into them, as also into private houses. These materials have been carried away rather a long distance.

30. *Rajgir and Giriyek.*—Rajgir, the ancient Rajagriha, the first capital of Magadha, is now principally a sacred place of the Jains, who come there in great numbers from far away. They visit all the shrines on the tops of the five hills. These shrines are all of very recent date. They generally contain a stone with the foot-prints or padukas of some Jain Tirthankar. Older ruined shrines of the middle ages are also found there, but they no longer from an object of worship. Numerous Jain images are seen inside of them. I think the Jains had settled there already from the beginning of our era, as I believe that the famous Sonbhandar, or Gold Treasury cave, at the southern foot of the Baibhar hill, was made by a Jain monk for the use of his own sect. This I conclude from an inscription in the outside wall of the cave. It is a Sanskrit verse, telling us that the famous teacher Muni Vairadeva made two caves which are a suitable resort for ascetics who wish to attain to nirvana, and which are renowned on account of Arhants. The two caves referred to in this inscription can only be the caves where the record is engraved; in fact, there are two caves there close to each other, one the so-called Sonbhandar, and the other now in ruins. The mention of the Arhants, as also other technical terms in this inscription, distinctly point to the Jains. There is, moreover, just below the inscription a now mutilated carving of Jain Tirthankar of apparently the same period. The period of the inscription may be stated as the 3rd century A.D. on account of the shape of its writing. As the caves at the time when the Chinese pilgrims visited Rajgir probably were still occupied by Jain monks, we may assume that they have been left unnoticed by them, as, for a similar reason, the caves on the Barabar and Nagarjuni hills (see above paragraph 19), and we need not try any further identification of them with some of the sacred Buddhist sites mentioned by the pilgrims. I need scarcely remark here that General Cunningham's identification of the Sonbhandar cave with the Saptaparna cave, the traditional site of the first Buddhist Synod, has never met with any approval. The latter site, in all probability, is identical with the large natural caves near the top of the Baibhar hill, on its northern face.

A detailed and systematic exploration of all the hills near Rajgir, which seems to me worth undertaking, probably will bring to light more Buddhist remains, which at present are comparatively scanty. To the Hindus the hot springs at the foot of the Baibhar hill now form the principal object of

worship. There is also an old ruined temple of Mahadeva on the same hill, close to the old Jain temples.

The stupa at Giryek is undoubtedly a Buddhist monument of considerable age. If some clearing of rubbish around it could be done, it would be easy to prepare a good drawing of this important monument, showing its restoration to scale. The drums upon which the large hemispherical dome rested appear to have been comparatively low; they were probably only from three to five in number. They again rested on square terraces, divided by small pilasters in several niches or recesses. Some of the surface ornaments are still well preserved. They exhibit various patterns of flowers. The stupa was built entirely of bricks. A hole has been dug into it from the western side to take out the relic deposit. But, as shown by General Cunningham, the building was evidently a memorial stupa, and did not contain any relics. It is the best preserved building of its kind in my circle, and a good drawing of it seems desirable; but it can only be prepared by help of excavation of the *débris* around the stupa. Close to it exist the remains of a water reservoir, and at a little distance to the west there are extensive brick ruins, the remains of a monastery or vihara, which was connected with the stupa by a pathway, which still may be traced. This monastery is now in too ruinous a state to allow of forming an opinion as to its structure without making extensive excavations.

31. *Silao, Jagdispur, and Baragaon (Nalanda).*—Silao, which is an important village on the road from Rajgir to Bihar, is mentioned here merely on account of some ancient stones with Buddhist carvings which have been used as building materials for the principal mosque of this place. Jagdispur is only a short distance from Baragaon. It contains a very interesting large statue of Buddha, which, with minor images, now stands on the top of a low mound, apparently the *débris* of a Buddhist temple. This statue shows Buddha attacked by Mara and his army, and around this are seven minor relief scenes representing other events in the life of Buddha. His nirvana is represented at the head of the image. Similar statues are by no means rare among the Bihar sculptures, but the relief scenes on them as a rule show Buddha, the principal figure, only, with not more than one or two attendants, while on the Jagdispur statue each relievo exhibits a great number of attendant figures. This seems to point to a greater age of the Jagdispur statue than that of the bulk of Bihar statues, as it resembles more the character of older Buddhist sculptures, such as those from Gandhara. Some of the figures with animal heads in the army of Mara also remind one of similar ones in well-known Gandhara carvings, and in the nirvana scene we observe above some hands without a body playing drum and cymbal, representations of the heavenly music which filled the air at all the great events in Buddha's career, a motive which is also frequently met with in Gandhara art.

The high mounds which now bury the principal buildings of the once famous Nalanda, near the modern village of Baragaon, may be seen for a long distance. Some of the principal mounds have been dug into previously, but, unfortunately, no records were kept, and no good accounts are available with regard to these excavations. Other mounds have remained untouched, and some of them seem to be promising sites for excavation. The buildings here do not seem to be in such a ruinous state as to have been reduced to mere heaps of bricks. A detailed and systematic exploration of the whole area seems very desirable. Among the Buddhist statues here, the most remarkable is an image of Buddha seated with an attendant on each side, and two flying figures holding garlands above. It is notable for one reason, *viz.*, because to each of these four minor figures is added a short inscription, which tells us the name of the person which it is meant to represent. This is unfortunately very rare in Buddhist statues, and the work of identifying all the numerous representations from the Buddhist Pantheon consequently labours under great difficulties. We here recognize, by means of those inscriptions, the two attendants below as Arya-Vasumitra and Arya-Maitreya, while the two flying figures above are Arya-Sariputra and Arya-Maudgalyayana, the two principal disciples of Buddha. No objection can have been raised against representing them in such a posture, as, being Arhats, they were possessed of the power of flying through the air.



In the village of Baragaon is also a modern Jain temple with some ancient sculptures, which is now visited by some of the Jain pilgrims on their way from or to Rajgir.

32. *Pawapuri, Ghosrawan, and Tetrawan.*—Pawapuri is a very holy tirtha of the Jains, it being the place where, according to their tradition, the last founder of their sect, Vardhamana Mahavira, attained to nirvana. It contains absolutely nothing ancient. The large temples here are all modern and are of no antiquarian interest. It lies close to the Bihar-Nawadah road.

Ghosrawan and Tetrawan are both some three or four miles distant to the east, and can only be reached *via* Pawapuri. Both places must once have contained large Buddhist settlements, as a great number of Buddhist statues are now collected inside of them, which evidently have been dug up in the neighbourhood. At Ghosrawan some ruined brick mounds are still to be seen; also a big mud fort. The principal figures at Tetrawan are a colossal seated Buddha, now on a brick terrace at the southern border of a large tank, outside the village; also a large statue of Marichi, in one of the modern temples there. A short inscription on a small Buddhist statue at the same place is of some interest, as it probably contains the old name of the village. It says that the statue was the gift of Tantava Ateka. This may be interpreted as Ateka from Tantava, and the latter may be an older form of the modern Tetrawan.

33. *Hilsa and Telara.*—The dargah of Shah Juman Madari at Hilsa is a place of far-reaching fame. It is a simple, square brick building, covered by one dome. It has one door only, in its southern wall. The three other walls have each one prayer niche inside. There are seven tombs inside, of which the westernmost is said to be that of the saint. An inscription over the gate, the date of which corresponds to the 3rd June 1543 A.D., tells us that in the time of Sher Shah the tomb (gumbaz) of Miran Sayyid Juman Madari was repaired by order of Miyan Shaikh Alam Adam Shah Juman Madari, at the expenses of Darya Khan Zangi, an officer of the body-guard. The original building thus appears to be older than 1543 A.D., but it cannot have been much anterior, as Shah Madar, the founder of the Madari order, to which the saints mentioned in the inscription belonged, is said to have been a contemporary of Ibrahim Shah of Jaunpur, who reigned from 1400 to 1440 A.D. Another inscription refers to the building of a mosque near the dargah, by a person called Riza. Its date corresponds to 1604 A.D., and it is of some historical interest, as it refers to Jahangir, who is called Shah Salim, as the reigning King. His father, Akbar, was still alive at that time, but Jahangir was already in open rebellion against him. He already then struck coins, with the name Salim, of which numerous specimens exist. The mosque, built by Riza, is no longer in existence, and the present one is an insignificant, modern building. The dargah is kept in fair order.

Telara, the ancient Tailadhaka, is the site of a famous Buddhist monastery, of which, however, very little remains. Some ancient stones have been used as building materials for the mosque there, which is called the Sangi Masjid, and for the dargah of Sayyid Yusuf Abdal, close to it. Both stand on a high mound, apparently the site of some Buddhist building. On one of the stones, which is now used as a lintel over the door to the mosque I found the ancient name of the place, Tailadhaka, written in characters of the Pala time. Inside the dargah is an inscription of Sher Shah's time, which has become very much defaced. Both the mosque and the dargah are of no special interest.

34. *Bihar.*—The only Hindu remains in Bihar are the sandstone pillars, now put up in the Subdivisional Officer's compound. One of them bears an important Sanskrit inscription of the time of the Gupta kings. It has been put up upside-down, apparently because, below the inscription, no vacant space remains to afford a support for the pillar.

The fort is in utter ruins, but traces of its walls, &c., remain. A gateway, which was still standing some 30 years ago, has now entirely broken down. Ancient Buddhist carvings have been used in building the various mosques and dargahs, which now adorn the place. The principal dargah is that of Malik Ibrahim Bayyu, who, according to the inscriptions on its walls, died on the 20th January 1353 A.D. It stands on the top of the Bihar hill and closely



resembles the dargah of Juman Madari at Hilsa (paragraph 33). The curved battlement, which is so common a feature in similar buildings of the same period in Bengal, is not met with here; in fact, this peculiarity seems to have been confined to Bengal only. The tomb of the saint is in the centre, with ten smaller ones around it. The dargah is in a fair state of repairs. Other dargahs have no domed buildings, but consist merely of open tombs, with mosques, musafirhanas, and other houses in their compound. The principal ones are the dargah of Sharafuddin, Qadir Qumaish, and Shah Ahmad Charamposh. The dargah of Qadir Qumaish contains merely buildings of very recent date, not more than sixteen years old; but some ancient carvings may be seen here. The dargah of Shah Ahmad Charamposh has an ancient gateway, coming from some Buddhist or Hindu temple, with elaborate delicate carvings. Some of the carvings have been chiselled off, and Persian verses, expressing moral and religious precepts, have been engraved in their place. The Juma mosque was built in the time of Akbar, at the instance of Said Khan, who was Governor of Bihar from 1004 to 1010 Hijra era. The date of the inscription is the Hijra year 1004 which began on the 6th September 1595 A.D. Said Khan is said to have had a special passion for eunuchs, of which he had 1,200. One of them, Ikhtiyar Khan, who acted as his Wakil, was the builder of this mosque. Another mosque was built in Shah Jahan's time by Habib Khan, an Afghan of the Sur clan. Its date is the Hijri year 1047, which began on the 26th May 1637 A.D. There are other mosques of the same period, but they have no inscriptions. All these buildings are generally in a fair state of preservation. Numerous ancient Muhammadan inscriptions have been carried away from Bihar to Calcutta; others are still lying inside the principal dargahs. They all have been deciphered and translated previously.

35. *Maner*.—A special report on the Maner tombs has been submitted in my letter No. 12, dated the 17th February 1902. There are two tombs at this place, viz., that of Shah Daulat, called the choti dargah, and that of Shaikh Yahya Maneri, called the bari dargah. The former is a very fine building, the best specimen of a mausoleum of the Moghul style in this province. The stone carvings on its walls are of a delicate taste and high finish, and by this it far excels the widely famed mausoleum of Sher Shah at Sasseram (see paragraph 39), which, on the other hand, is of grander and more imposing outlines. Good photographs and drawings of the mausoleum at Maner should be prepared, with a view to publication. The saint died 1017 A.H. (=1608 A.D.); the mausoleum was completed in 1025 A.H. (=1616 A.D.); the mosque inside its compound was built by Ibrahim Khan in 1028 A.H. (=1619 A.D.), while the gateway bears an older inscription, the date of which corresponds to 1603-4 A.D. Ibrahim Khan was then Governor of Bihar. He also built the mosque near the bari dargah of Shaikh Yahya Maneri; the date of its inscription corresponds to 1605-6 A.D. It is at present in a ruinous state, but not worth repairing. The mausoleum of Shah Daulat, the choti dargah, is in very good order and regularly looked after by the Public Works Department. Its gateway is becoming dilapidated and the roof of its mosque had to be supported by wooden beams, as it became unsafe. I did not consider it necessary in my previous communication to recommend any further repairs to it.

Outside these two dargahs I found some other tombs, one with an inscription, the date of which corresponds to 1575-76 A.D. It is in a ruinous state.

#### E.—DISTRICT SHAHABAD.

36. *General remarks*.—In coming to the district of Shahabad from the neighbouring district of Gaya, the traveller is struck with the absence of Buddhist remains, which suddenly seem to disappear, as soon as one crosses the Sone. In fact Buddhism when it flourished in Magadha from 800 to 1200 A.D., does not seem to have extended beyond that river. Wherever, in the district of Shahabad, I found some fragments of ancient statuary collected under the village pipal tree, I hardly anywhere observed Buddhist sculptures among them, and those collections too, are not as frequently met, as in the district of Gaya. There is, however, one very ancient Hindu

temple at Mundesvari in the Bhabua subdivision of the district of Shahabad which, I think, cannot be later than 600 or 700 A.D. It is evidently the oldest and most important building of its kind within this province. The principal other buildings belong to the Muhammadan time, especially the tombs at Sasseram and Chainpur, and the hill forts at Rohtas and Shergarh. The ancient monuments inspected by me in the district of Shahabad, will be dealt with in the following order:—

The temple of Mundesvari;  
The remains at Tilothu and Tutrahi;  
The remains at Sasseram and Chainpur;  
Rhotasgarh;  
Shergarh.

37. *The temple of Mundesvari.*—This temple stands on the top of a hill close to the village of Ramgarh, 7 miles south-west of Bhabuah. It appears to have been a square outside and an octagon inside, covered by a pyramidal roof. The principal entrance was from the east through a door, which originally had a pillared porch in front of which, however, only a few pillars are still standing. There was another door in the western wall, while the northern and southern walls each had one latticed stone window. The northern one is still well preserved, and the carvings around it are of exactly the Gupta style. Their design is very tasteful. The temple was built entirely of stone, and is now in a very ruinous state. Many of the stones have fallen down, and now form a huge pile around the temple. I am afraid, to put it into proper repair, would be a very costly matter, and I have for this reason not yet submitted a special report on it. But I intend doing so later on, as Hindu temples of such a high antiquity are very rare, especially in this province, and as, for this reason, it seems desirable to have the building tested by an experienced architect, who would be able to pronounce an opinion as to what can be done to it, and at what cost. My statement with regard to the age of the temple is based partly on the form of the writing which is found all along the way up to the temple incised on the rocks, evidently pilgrims' records, partly on the style of its carvings, and of various ancient statues found among the *débris* around the temple. Among the latter I observed a statue of Siva, which still shows the phallic emblem of the god. As I have observed already previously, this is decidedly a sign of antiquity, for, in later periods, this mark was left out in statues of the god. Inside the temple now stand a large Chau-mukhi Mahadeo, and a statue of Durga, both of later date than the temple. Various other remains, partly of brick buildings, are seen all along the eastern slope of the hill, also some rock carvings, apparently of ancient times.

38. *The remains of Tilothu and Tutrahi.*—Tilothu is a large village, half-way between Sasseram and Rohtasgarh, where the two roads from Sasseram and Dehri meet together. Its large Hindu temple is modern and of no interest. Among the numerous Muhammadan mosques and dargahs, which I saw at this place, the oldest is a mosque of the time of Aurangzeb, the date of which corresponds to 1677 A.D. The builders of the mosque are called Golha and Haitam. The mosque is of no special interest. The place is, however, already mentioned in older records, and from the inscription on a tomb at the foot of Rohtasgarh from the beginning of 1638 A.D., we learn that it was a part of the jagir of Ikhlās Khan, who was then the Qiladar or commandant of the Rohtas fort.

Tutrahi is about 5 miles west of Tilothu. It is a place where the neighbouring range of hills forms a knee. Here a small streamlet of water runs down the precipitous cliff, and collects into a pool in front. It is for this reason that the place has become an object of worship. High upon the rocks, on a small natural terrace, a small statue of Mahishamardini has been put up. In an inscription close to it, which apparently refers to the consecration of this image, she is spoken of as Jagaddhatri. This inscription is evidently several centuries later than other records, which are found at the same place, around a crude, rock carved figure of a female deity, and the date of which, as calculated by me, corresponds to Saturday, the 19th April, 1158 A.D. The inscription is one of the Nayaka Pratapadhavala, a local chief of whom we possess other records from Rohtasgarh and the Tara Chandi rock near Sasseram. He appears to have made a pilgrimage to the Tutrahi falls



accompanied by his whole household, for, besides his own name, he mentions his brother's wife, Sulhi; Tribhuvanadhavala, Somali, Lakshmaditya, and Padmaditya, persons whose rank is not specified; his sons, Satrugna, Viradhana, and Sahasadhavala; five female slaves, called Luduma, Nayakama, Alhi, Puttriki, and Ekali; his treasurer, Devaraja; his door-keeper, Vimala, and his Court Pandit, Visvarupa, who remarks that he constantly meditates over and praises the goddess.

39. *The remains at Sasseram and Chainpur.*—The most ancient monument at Sasseram is the Asoka inscription which is found inside a small natural cave on the top of Chandan Pir's hill to the east of the modern town. The inscription probably contains a date referred to the death of Buddha; but the passage still remains a great puzzle, and no absolutely convincing interpretation has yet been found. Other versions of the same edict exist at Rupnath in Central India; at Bairat, near Jaipur, and at Siddapur in the Mysore State. The hill where the inscription is incised evidently was an old Buddhist site, which appears to have been appropriated later on by the Muhammadans. They now worship there at the dargah of Chandan Pir, a saint of whose life and history they know absolutely nothing, although they insist upon his being called Shahid, or martyr. A small building close to the dargah was erected by Faqir Muhammad Chaudhuri, a tobacco-seller. Its date corresponds to the 28th January 1804 A. D. A ruined mosque of the time of Jahangir, at the foot of the hill, bears a date which corresponds to 1613 A.D.

The magnificent mausoleum of Sher Shah inside the town, and the other smaller one of his father, Hasan Khan Sur, east of it, are among the most important ancient monuments in this province. When the tomb of Sher Shah was restored some time ago by order of Government, the small cupola, which originally was placed on the top of the big dome, was pulled down and replaced by a pinnacle similar to that on Hasan Khan's tomb. Why this was done, I am not able to understand. It can hardly be called a restoration, and such an example should never be followed in carrying out a work of this kind. It has been proposed to close the doors and windows of both mausoleums by wire-netting, in order to prevent bats from entering, and I recommended this proposal to be sanctioned. When I was at Sasseram, the work had not yet been taken up. On a bright day in the cold weather, bats will hardly enter, as the interior receives too much light to afford a pleasant resort for those animals; but on rainy days they seem to like seeking shelter inside, as I could observe at my subsequent visit to the tomb, when it had been raining heavily for two or three days. The dome of the mausoleum of Sher Shah also seems to be leaking.

No repairs can be done to the unfinished tomb of Islam Shah or Salim Shah and to the tomb of Alawal Khan. The latter has some fine carving around its principal door. It is said to be a building of Sher Shah's time, but this seems doubtful. The Idgah near Sher Shah's tomb, was built by Mujahid Khan in the time of Shah Jahan. The dates of its four inscriptions cover the period from the middle of 1633 to the middle of 1636 A. D. It seems very unlikely that it has taken such a long time to complete a small building of this kind, and I do not understand the difference between the four dates. There is also at Sasseram an ancient private house called Nawab's Garh, which is now in a very ruinous state, and a Turkish Bath, which may be old as local tradition asserts. Other buildings there are modern, and call for no remarks.

At Chainpur, the principal monument is the mausoleum of Bakhtiyar Khan. As I shall later on submit a special report on this tomb, I need here only say that it is an exact counterpart of the mausoleum of Hasan Khan at Sasseram, but of larger dimensions, and with a small cupola, instead of a pinnacle, on the top of its great dome. It is just on the verge of falling into ruins, and, if repairs are not done to it now, it will soon become destroyed. I consider these repairs worth undertaking, as it is the finest specimen of its kind, together with the tombs of Sher Shah and Hasan Khan at Sasseram. Many similar tombs of smaller size are seen all around Chainpur, but I need not go into details with regard to them. The fort at Chainpur is evidently a building of the time of Sher Shah or Akbar, as seen by the style of its principal gate, the only portion of it that is still fairly intact. Inside the fort, there is a small Hindu shrine where a piece of stone is worshipped as Hamsu Brahma. I was told that it represents a holy man who, after death, had become a Brahma.



I have nowhere else met with this curious form of worship. The Juma mosque at Chainpur has an inscription the date of which corresponds to 1668-69 A.D. It is a building of no special interest, but looked upon with great veneration by the Muhammadans of the place, who are either too poor or unwilling to keep it in proper order.

40. *Rohtasgarh*.—The extensive remains of the hill fort at Rohtas are a very interesting specimen of this kind, and together with the similar ones at Shergarh, which will be dealt with in the next paragraph, they are decidedly unique in this province. No good photographs and drawings of the remains at both places exist, and it would be worth the while to prepare such with a view to publication. The principal remains are generally in a good state of repairs and regularly looked after. Some of the tombs, however, as also portions of the walls and fortifications will in course of time fall down entirely, and it partly seems impossible to prevent this, and partly the monuments are not of such a great value as to make it desirable to spend large sums of money upon them. There is, however, one private house of an officer of some standing close to the palace, which is still buried within jungle. It is the only building of this kind at Rohtas, and for this reason of some interest. It is a two-storied house with an open verandah, the roof of which was originally supported by pillars, but it has now fallen down. All that needs be done to it is to keep the place clear of jungle, to make the house easier accessible. The elephant gate of the place bears an inscription both in Sanskrit and Persian referring to the completion of the gate. The dates of both are identical, that of the Sanskrit portion corresponding to the 14th March 1597 A.D., and that of the Persian part to the 16th of the same month and year. When Blochmann translated the Persian inscription, he was misled by the word Alif, which follows the Persian text, and referred the date to the Alfi era, which would put it back to a later time. But the Sanskrit inscription clearly shows that the Persian date refers to the Hijri era. The inscription mentions the Purohit Sridhar; the darogha Bal Bhadr, a Brahman; and the architect Ustad Mabarak. We meet the same persons again in an inscription over the Kathautiya gate, the date of which corresponds to the 28th February 1607 A.D. Besides we find here mentioned Gopal Das Chauhan, who, with Sridhar, held the office of Shiqdar. This inscription also has a Sanskrit portion, but it is written in very small letters and put up very high, so that I was unable to read it, and I had no ladder with me at the time of my visit. The same unfortunately was the case with another inscription over the central arch of the Alamgiri mosque, which stands on the road from the palace to the Lal Darwaza. I think, however, I could read the date 950 Hijra era, and the name of Sher Shah. Also the words Sultan-as-Salatin seemed certain to me, and this shows that the king cannot have been a Moghul Emperor, as the title Sultan was never borne by them. The style of the mosque agrees very well with its supposed erection by Sher Shah. It is in a fair state of repairs, and worth being kept in order. There is only one other mosque close to the tombs, which was built by Habsh Khan, evidently a eunuch. Its inscriptions, which now lies inside the palace, bear a date corresponding to 1580 A.D. Tombs abound, but only one is inscribed, while on four others I noticed the vacant space for the reception of the inscribed tablet, which has been lost. The date of the inscription corresponds to 1578 A.D., and it tells us that it is the tomb of Shafi Sultan, who died suddenly, when he was just expecting to be promoted to the rank of Khan. It has the finest specimen of stucco ornamentation on its back wall. Another large domed tomb closely resembles that of Hasan Khan at Sasseram. It is evidently the tomb of the darogha of Sher Shah mentioned by Buchanan. The tomb of Shafi Sultan, as others too, is remarkable for this reason that it is covered by a dome, supported on pillars. Similar structures are called Chattris in Rajputana, where they are frequently met with. Evidently they are an importation from this country, due perhaps to the fact that the garrison of the fort largely recruited from there. I have also observed similar tombs near Chainpur, but they are by no means frequent in Bihar, and never found in Bengal. Another importation from the North-West appears to be the octagonal open pillared hall, covered by a hemispherical dome, which stands in front of some of the Rohtas temples. It is common in Rajputana and thereabout, but rare in Bihar. Of one of

the best temples of this class, which stands on the way to Rajghat, the porch has broken down, and is now lying in front of the temple. It would probably be very costly to put it up again. The two small temples in the south-eastern corner of the plateau, one of which is called by Buchanan the Chauri of Rohtas, are fine specimens of their kind, especially the small pillared hall, covered by five domes.

At the foot of the plateau there is a large tomb which consists of an oblong compound wall, the west side of which has inside a raised stone terrace and three prayer niches. The gate is in the northern wall. Inside are seven stone sarcophagi, standing on a stone platform. A tomb of this kind is called a Chardiwarrah or 'four-walled enclosure.' Over the gate is a long Persian inscription, which tells us that the tomb was built for himself and his family by Malik Wisal, the Darogah of the Rohtas Fort, in the time of Shah Jahan, when Ikhlas Khan was the Qiladar or commandant of the fort, with the rank of a commander of 3,000. It also mentions a number of parganas, which formed the jagir of Ikhlas Khan, among which we find the well-known names of Tilothu, Akbarpur, and Bilaunja, which are all close to Rohtasgarh. The tomb was begun on the 6th September 1636 A.D., and completed between the 17th January and 15th February 1638 A.D.

41. *Shergarh*.—This hill fort, according to Buchanan, was built by Sher Shah, after he had already begun fortifying the Rohtas hill, as the place seemed more favourable to him. It is covered with jungle and never seems to have been looked after. The ground around the palace, which is an interesting building, at least should be cleared. This must needs be done before measurements can be taken in order to prepare plans and drawings, which, I think, is desirable to undertake. Not even a complete and accurate account of the buildings there exists. My notes, which I took down on the spot, will enable me to add considerably to the meagre account in the List of Ancient Monuments in Bengal, if I should be called upon to prepare a revised edition of the same. I do not, however, intend here to enter into a lengthy description of details, but I shall merely mention such points as seem to me remarkable.

The plateau of Shergarh is much lower than Rohtas hill. It may be four miles in circumference. It consists of two elevations, divided by a depression of the ground, where there is a large tank. The palace or Qilah stands upon the highest of southern elevation. All along the edge of the plateau runs a stone wall with several bastions and fortified ghats exactly as that at Rohtas. The entrance to the palace leads through three strongly fortified gates. The palace, which is the principal building at Shergarh, consists of two square open courtyards, surrounded by four open galleries, which are supported by pillars in front, with only a few closed rooms. Owing to the peculiar shape of the ground, the southern courtyard is much higher than the northern one, and of the latter again the northern gallery is lower than the other three. Thus, standing on the roof of one of the galleries around the southern courtyard, one could overlook the entire northern courtyard, while a person standing on the roof of the galleries around the northern courtyard, could observe nothing that was going on in the southern compound. The people now believe that this arrangement was made because the northern court was occupied by the ladies of the zanana. They could thus easily be watched by the men, while they were prohibited from looking into the male compartments. Some of the carvings on the pillars, supporting the galleries, are of a high order and much better than anything of the same kind at Rohtas.

Another remarkable feature are the many underground rooms inside the palace. I observed five, but others seem to exist, which are now inaccessible. Most of them were dark, and received no light from above. They may have been used as store-rooms; one was used as a water-reservoir. One room was well lighted by means of skylight. It is in the northern courtyard, the supposed zanana, and may have been intended as a place of retreat for the ladies in time of a siege or during the heat of the day. Before entering the palace gates one meets two open pillared halls, which are said to have been used as Diwan khana, or offices. I found only one mosque there, which is close to one of the gates leading into the palace. No temples are there, and the absence of any tombs is very remarkable. I was at first inclined to look upon this as a sign that the fort had been occupied for a short period



only, but it seems possible that some of the heaps of stones which are scattered all around the plateau may be the remains of tombs. I found absolutely no inscriptions. Altogether the place is deserving of being better looked after than at present.

#### F.—DISTRICT BIRBHUM

42. *The temples at Bakresvar.*—A special report on this place has already been submitted in my letter No. 13, dated the 18th February 1902. The place owes its sanctity to some hot, sulphuric springs, which here, as elsewhere in India, are looked upon as manifestations of some divine power. Around those springs, quite a small city of temples, enshrining lingas, has sprung into existence. The temples are generally very small; but one large temple stands in the centre, which has received some bad cracks, which will now be repaired at the cost of the Sebais. All the temples seem to be comparatively modern, and the dates, Saka years 1677 and 1683, corresponding to A.D. 1755 and 1761, which I found in two Bengali inscriptions on tiles, may well represent the age of establishment. Altogether the place is of not more than local interest.

#### G.—DISTRICT HOOGHLY.

43. *The remains at Tribeni and Pandua.*—The remains at these places consist of the dargah of Zafar Khan Ghazi at Tribeni with an old mosque close to it, and of the Minar and large mosque, and the dargah of Shah Sufi Sultan at Pandua; the latter also has an old mosque standing close to it. I have submitted a special report on these remains in my letter No. 16, dated the 19th February 1902. My proposals as to the repairs of these buildings principally concern the Minar at Pandua. The fifth storey of this tower, together with the pinnacle, has fallen down, and I have suggested to restore it, as the monument, though not very tasteful in its outlines, certainly is unique in this province. An ancient lithograph, which still shows the building complete, will enable the Engineer in charge to do this with accuracy. The Minar is evidently an imitation of the famous Qutub Minar in Delhi. Its accurate date, as well as that of the mosque close to which it stands, is not known, but it may well belong to the time of the Muhammadan conquest of the place, which occurred about 1300 A.D. Close to the dargah of Sufi Sultan, which is an insignificant, modernized building stand two mosques, one built in the time of Shamsuddin Yusuf Shah in 1477 A.D., and the other built by Fath Khan, an Afghan of the Sur clan, in 1727-28 A.D. I have suggested that petty repairs might be done to the old mosque near the dargah of Sufi Sultan and to the big mosque at Pandua, to prevent those parts of them that are still standing from complete destruction.

The mosque at Tribeni is evidently the oldest mosque in Lower Bengal, and I have suggested that it might be kept in proper order. The dargah of Zafar Khan Ghazi is remarkable on account of its showing many ancient Hindu carvings: here, as in Pandua also, the spoils of Hindu temples have largely been made use of as building materials. Inside even some Bengali inscriptions may be observed, such as the killing of Ravana by Rama, the marriage of Sita, Sita's exile and similar ones. Only petty repairs have been suggested by me with regard to this building.

#### H.—DISTRICT PURI.

44. *Remarks on the repairs done to the Black Pagoda at Konarak, the temples at Bhubaneswar, and the caves at Khanda-iri.*—I am glad to report that the excavation around the Black Pagoda at Konarak, which was taken up at my suggestion, has greatly improved this important but long neglected monument. As at present sanctioned, it will be carried on up to a line running through the northern and southern doors of the Mandapa, thus the whole front part of the temple compound will be laid open, down to the original level of the ground. When I was there, the northern side of the basement and staircase had been disclosed. It shows three large wheels, and in front of them three horses. The corresponding southern portion will have similar wheels and horses. The temple was thus represented as the chariot of Sun-god, drawn by his seven chargers. Two oblong platforms also had been laid open in the



north-eastern corner of the courtyard, apparently used for bathing the images. The stones, which had become loosened, are carefully collected around the temple and it will later on be possible to put up some of them in their original places. When the work, which is now being done, has been finished, it will be necessary to decide whether the excavation should be carried on further to the southern half of the temple court.

At Bhubaneshwar, the following repairs were carried on at the time of my visit:—

(a) The temple of Meghesvara, which is called by R. L. Mitra the Bhaskaresvara temple, is being repaired. I suggested this on the ground that this temple is unique on account of its style;

(b) The four minor temples in the courtyard of the Brahmesvara temple are being repaired. The temples have to be dismantled and put up again by using partly their own materials, partly others from neighbouring shrines, which it is not intended to preserve;

(c) The Raja-Rani temple is being provided with a stone fencing;

(d) The minor temples near the Muktesvara temple are under repairs, and the tank close to it has been emptied and is being provided with a new stone facing. After the completion of these repairs, the place will look very neat and tidy;

(e) The repairs to the roof over the porch of the Parasuramesvara temple are not yet finished, but they will soon come to an end;

(f) The repairs to the Sahasralinga tank had just begun, and the tank was emptied;

(g) Some repairs were done to the minor temples within the courtyard of the Lingaraj.

If it should be intended to do some further repairs to other temples at Bhubaneshwar, I would suggest that something might be done to the Bhaskaresvara and Yamesvara temples, also to a small temple close to the Vetāḍa, which is an exact copy of the Parasuramesvara, and to the Ananta Vasudeva temple. These are the finest specimens among those temples, which have not yet received any repairs. Some temples like the Brahmesvara and Muktesvara, have very fine carvings inside, which are now covered with soot. It would be well to clean them.

The repairs done at Khandagiri are as follows:—

(a) The carvings in the Rani Gumphā, Ganesa Gumphā, Ananta Gumphā, and Nava Muni Gumphā have been cleaned, as suggested by me, and this has greatly improved them;

(b) The two elephants, flanking the stairs of the Ganesa Gumphā, are put up in their original position;

(c) The Hathi Gumphā inscription is being provided with a shade, which, I trust, will help to preserve that, what remains of this important record, which, unfortunately has suffered badly from the effects of sun and rain;

(d) The Tantua Gumphā has been repaired, and the cave below it will also be put in proper order. They are on the northern slope of the Khandagiri peak, where a good deal of the jungle has been cleared;

(e) A modern temple, close to the Nava Muni Gumphā, has been pulled down, as it had become unsafe. The building was of no interest, and its destruction is absolutely no loss.

#### I.—DISTRICT KHULNA.

45. *The remains near Bagerhat.*—The remains here consist principally of the dargah of Khanja Ali and the Sat Gumbaz mosque. Khanja Ali is the local form of the name, but in the inscriptions around his tomb, he is merely called Khan Jahan. He is said to have been the cultivator of the Sundarbans. According to the inscriptions on his tomb, he died on the night of the 26th Zil Hijjah 863, that is, the night of the 23rd to 24th October 1459 A.D., and he was buried on the 25th. The tomb is a stone sarcophagus, resting on a double stone terrace. This again stands upon a brick-terrace, which was laid out with glazed tiles, showing various patterns, all in blue and white. They have now become loose, and have been collected around the

stone-terrace. The latter is covered with inscriptions, but they are all merely pious sentences in Arabic and Persian. The only historical inscriptions are those which give us the name Khan Jahan and the date of his death and burial. The sarcophagus stands inside the usual mausoleum, which is covered by a big dome. To the west of this stands another stone sarcophagus, which, as the inscription on it tells us, is the tomb of Muhammad Tahir. The date of his death could not be made out, as the inscription is too much defaced. Further to the west stands a large one-domed mosque, and another mosque, with nine domes, stands on the western borders of the tank, close to dargah. This tank swarms with alligators, who are regularly fed by the Khadims of the place. I myself watched the men standing on the steps of a ghat and calling out for an alligator to come, when, after some three minutes, he slowly approached the steps of the ghat, where he lay down lazily, and, after some hesitation, swallowed a small fowl, which was held in preparation for our visitor. Wherever, in Bengal, a holy Pir resided, he is said to have been on friendly terms with the alligators and crocodiles, living in the tank close to his place.

The dargah is in fair order, not so the mosques, but it is not worth the while spending much money upon them.

There are many other ruined mosques on the way to Sat Gumbaz, which is about one mile distant from the dargah. It is a large oblong building, covered by 77 domes, with one tower in each corner. The central transept has seven vaults instead of the usual domes. The eastern wall has eleven arched entrances, and the northern and southern ones have each seven. The western wall has ten prayer niches, a small door being let through the place to the right of the central niche, instead of adding an eleventh niche there. It is evidently a mosque, although local tradition asserts that it was used by Khanja Ali as his durbar hall. This is very incredible. No inscriptions tell us its date, but little doubt remains that it is a building of Khanja Ali, to whom this whole land belonged. Out of the 77 domes, 21 are more or less damaged, and there are also cracks in the walls. It would be well if some minor repairs could be done to it, for, although defective in taste, it is a peculiar structure, which should not be allowed to fall into utter ruins.

#### K.—DISTRICT DACCA.

46. *General remarks.*—Before visiting the district of Dacca I expected to find there some good specimens of the Bengali-Muhammadan style of architecture, but I was very much disappointed in this regard. In fact, having seen almost all the existing remains of this style, I have come to the conclusion that nothing can compare with the buildings at Gaur and Pandua, in the district of Malda. They are by far the best, and all other monuments of the same class are nothing but inferior copies. The remains at Dacca will be dealt with in the order as follows :—

Remains at and near Dacca.

Remains near Narainganj.

Ancient Sonargaon.

Remains in the Munshiganj subdivision.

47. *Remains at and near Dacca.*—No Hindu remains of any importance exist at Dacca. The far-famed temple of Dhakesvari is a modern structure of no interest. Other temples, mentioned in the List of Ancient Monuments in Bengal, are still inferior to it.

The principal Muhammadan remains are the Lalbagh Fort, of which still a good deal is standing, but in a ruinous condition, and it seems impossible to do anything to it. Within the enclosure of this fort stands the mausoleum of Bibi Peri, the daughter of Shaista Khan, which, though defective in its outlines, is not without some taste inside. It is laid out with white and black marble, and kept in fairly good order. I found here an inscription in Persian verses of Ruknuddin Barbak Shah of Bengal, which is the first known inscription of a Bengal Sultan, composed entirely in Persian poetry. Nobody seemed to know where it came from. The great and small Katra are in a ruinous state and of little interest. The Husaini Dalan is an absolutely modern building, now used during the Muharram festival. A small inscription in its walls tells us that the original



building was erected in 1643-44 A.D. by Sayyid Murad, when Azim-ush-Shan was Governor of Dacca. Close to it are the tombs of four of the modern Nawabs of Dacca. Three older tombstones are now placed into the walls of the Husaini Dalan; they belonged to the tombs of Mir Fayyaz, who died in 1719 A.D., Aga Muhammad, who died in 1730 A.D., and Ashur Beg, who died in 1818 A.D. The tombs in the Shahbag at Ramna are of no interest at all. Close to it are some old ruined mosques. The Sat Gomal mosque near Mirpur, which is locally called merely the Sat Masjid, is remarkable for this only, that it has in each corner a two-storied domed pavilion with open windows. The mosque is still in use, and kept in good order. Many other ruined mosques are close to it. The dargah of Shah Ali Sahib is some two miles distant from the Sat Masjid. An inscription in Persian verses tells us the history of the place. The original building was erected in 1480-81 A.D., but in 1577-78 A.D., it had already fallen into decay. Shortly afterwards, Shah Ali came from Baghdad to India, and finally settled at this place, where he shut himself up from all intercourse with the outer world. After his death, a mausoleum was built over his tomb, and this was again repaired in 1806 A.D., at the instance of Nawab Nasir Mulk. From an older inscription at the same place, we learn that the original building was a mosque, erected 1480-81 A.D., in the time of Yusuf Shah. The dargah is in very fair order, and the late Nawab of Dacca has built a rest house for pilgrims close to it, and provided it with a road to make the place easier accessible.

48. *Remains near Narainganj.*—The fort at Hajiganj consists of a low enclosure wall of irregular shape, with several bastions, and a gateway to the north. No traces of ancient buildings are found inside. At a little distance from it, I found an old mosque of the Bengali style, which is still in use. Opposite Narainganj, at Nabiganj, is the Qadam Rasul. All the buildings at this place are modern, but they stand on the foundations of older ones. From inscriptions we learn that the mosque at this place was built in 1786 A.D., while the lofty gateway, which now leads into the enclosure, was erected 19 years later. The foot-print is kept inside a small house. It is a piece of black stone, showing the rude impression of a human foot, of natural size. In fact, all the foot-prints of this kind, which I have seen, are of natural size, in opposition to those worshipped by Hindus and Buddhists, which grow larger and larger, the later they are. An inscription from the tomb of one Amanat Khan, which is now put up near the gateway, is older than the present buildings. It tells us that Amanat Khan was buried near the holy shrine, containing the Prophet's footprints, in 1742 A.D.

49. *Ancient Sonargaon.*—This once important town, famous for its fine muslins, and for some time the capital of Eastern Bengal, has fallen into utter ruins, and very little has remained of it. The places described by Dr. J. Wise in his well-known account of Sonargaon, are scarcely worth being mentioned, and I shall not enter into any details with regard to them. The only important remain is the tomb of the Bengal Sultan Ghiyasuddin Azam Shah, near the modern village of Mograpara. It is true that only tradition points to it as the burial place of this Sultan, but I see no reason to doubt this. Another tradition tells us that he died from cholera at Atia, in the Tangail subdivision of the district of Mymensingh, on his way back to Sonargaon, and that he was buried on the spot; but this tradition deserves no credit whatever. So also does a third one which says that he lies interred in the Eklakhi mausoleum at Pandua, in the district of Malda. The tomb at Sonargaon consists of a plain basalt sarcophagus, standing on a terraced platform, of the same material. The stones now have sunk, and have become dislocated, but they can easily be put in proper order again. I shall later on submit a special report on the repairs which I consider it desirable to do to it. Close to it is seen another brick tomb, of no interest however.

50. *Remains in the Munshiganj Subdivision.*—The fort at Munshiganj is a building of the same kind, as that at Hajiganj (see paragraph 48). The tomb of Baba Adam at Rampal is a plain brick sarcophagus, standing inside a small enclosure, surrounded by brick walls. Close to it is an old mosque built in the time of Fath Shah. The date of its inscription corresponds to August 1483 A.D. The mosque is in a ruinous state, but I cannot recommend spending much money on its repairs. Of the old place of Bikrampur, called the



Ballalbari, or Rajbari, only traces of the walls and ditches may be seen; there are no structural remains of any importance inside this enclosure. The Ballali bridge near Mirkadim has received some repairs from time to time and seems to be in fair order. At Rikabi Bazar, there is an old mosque of the Bengal style, of no special importance.

The Rajabari Math, 11 miles south of Munshiganj, is the most interesting ancient monument in this subdivision. It was erected by Chand Roy and Kedar Roy over the funeral pyre of their mother, and had been repaired in 1896 at the cost of Raja Srinath Roy, of Bhagyakul. It is a high tower, like a Hindu temple, built of bricks with ornamental designs in its outer surface. Among those the absence of any human or animal figures is remarkable in a Hindu monument of this kind. The statement that it was erected over the funeral pyre of the mother of Chand Roy and Kedar Roy, is based upon the modern inscription, which was put up over its door, when it was repaired in 1896. Another tradition says that it was a temple, enshrining a Mahadeo. Chand Roy and Kedar Roy were contemporaries of Akbar, and belonged to the Barah Bhuiyas, those independent chiefs who ruled over Eastern Bengal before it became annexed to the Moghul Empire.

#### L.—DISTRICT MYMENSINGH.

51. *The Atia ruins.*—As I have already in my letter No. 37, dated the 29th April 1902, submitted a detailed account of the ruins at Atia in the Tangail subdivision of the district of Mymensingh, I need here only repeat the principal facts. The big mosque at Atia was built by Said Khan, the son of Bayazid Khan, an Afghan of the Pani clan, in the time of Jahangir. The date of its inscription corresponds to 1609-10 A.D. When it had fallen into ruins, some person began to build another smaller mosque close to it. But as soon as Raushan Khatun Chaudhurani came to hear of this, she decided upon restoring the old mosque, and the second smaller mosque accordingly never was finished and has never been used. The inscription on the tomb of Shahinshah Baba Adam Kashmiri tells us that he died on the 14th October, 1507 A.D. He is called merely Baba Kashmir in this record, which, however, must be a mistake for Baba Kashmiri, as it is an impossible form. Close to it stands an old mosque of the Bengali style, which, according to the local tradition, was built by Ghiyasuddin Azam Shah. A ruined brick tomb in front of this mosque is pointed out as the burial place of this Sultan, a tradition, which, as I have already remarked in paragraph (49) of this report, deserves no credit whatever.

The buildings at Atia are from time to time repaired at the cost of the Dilduar and Karotiya zamindars, the owners of the land, but they might be called upon to do some further repairs to the big mosque, portions of which are at present in a bad state.

#### PART III.—NOTES ON ANCIENT REMAINS INSPECTED BY BABU P. C. MUKERJEE.

52. *General remarks.*—Up to November 1901 the Babu travelled in the Patna Division. He then went to Bhagalpur, and hereafter visited various places in the Burdwan Division and in the district of Balasore. On the 13th March 1902 he joined the office of the Director-General of Archaeology in India. As his tours brought him to many places which have later on been visited by myself and which have been described in Part II of this report, I shall here merely give some notes on such places as I have not yet seen myself. They are extracted from a final report which the Babu submitted to me on the work done by him during the last year. The discovery by him of a new inscription at Gaya has already been referred to previously.

53. *Bawangarh, Tilkesvar, and Kalhua Hill.*—Bawangarh is a place in the north of the district of Champaran. Extensive lines of earthen walls are seen here running parallel to each other and covering the sites of several villages. The citadel itself at Rajpur Soreri is of a rectangular form. Remains of houses and wells, both of brick and stone construction, are found here. At Tilkesvar, in the district of Darbhanga, the Babu found three Sanskrit inscriptions, the characters of which resemble the modern Bengali script. The remains on the Kalhua hill, in the district of Hazaribagh, are almost exclusively

Jain sculptures; but there exists a temple with an image of Mahismardini, which is now worshipped under the name of Kulesvari. The Babu found no Buddhist remains there.

54. *District Bhagalpur*.—At Barari the entrance of one cave is blocked by the gate falling, while that of the other is almost choked up for the same reason. At Kahalgaon and Patharghata the rock sculptures, temples, and caves should be cleared of rank growth, trees, and rubbish and regularly be looked after. At Sultanganj the materials of the monastery were excavated and removed, while the coating of the stupa is peeling off. The rock sculptures on the Jahngira island require to be looked after.

55. *Barakar, Katrasgarh, Bankura, Vishnupur, and Garbheta*.—These places are all in the Burdwan Division. The four stone temples at Barakar are not in a bad condition, but the trees should be uprooted. One of them has an inscription in an ancient form of Bengali. At Khattrasgarh is a mediæval temple, but it is reported to be of no interest. The stone temple of Ektesvar, near Bankura, is in a dilapidated condition. The temples at Vishnupur are said to range from 900 to about 1750 A.D. Nearly all the temples possess inscriptions with dates and the names of their builders. The brick temples exhibit elaborate ornamentations and reliefs, chiefly scenes from the life of Krishna. The only temple of note at Garbheta is that known as Sarva-Mangala. It is built of laterite in the Orissan style, and is in good condition.

56. *District Balasore*.—The principal remains at Balasore are the old Dutch and English tombs, which are in good order. The Qadam Rasul and Juma Mosque, built by Taki Khan during the reign of Aurangzeb, are maintained by the local Muhammadans. There are some ancient Buddhist statues lying in the Municipal compound. Hindu temples, generally built of laterite, in the Orissan style, are reported from several places. The most interesting part of the temple at Karnagarh is the three-storied western gate called Jogi Gopha. The temple at Danton is known by the name of Shyamalesvara. The Sahasralinga temple at Shastini is reported to be in a very dilapidated state, while the temples at Kupari are said to be beyond the possibility of conservation. Ruined forts with laterite walls are reported from the following places:—

Gope, Rai-Baniagarh (ascribed to an ancestor of the Raja of Mourbhanj), Chandrasekhargarh, and Dolgram.

57. *Satgaon and Bansbaria*.—These places lie in the district of Hooghly.

The three domes of the mosque at Satgaon have fallen in, and the whole is covered with jungle. The Hansesvari Temple at Bansbaria is of the mixed Benares style, and covered with thirteen cupolas. There is a second temple with brick ornamentation, of the style of the Vishnupur temples.

T. BLOCH,

*Archæological Surveyor, Bengal Circle.*



REPORT ON THE ADMINISTRATION OF THE SALT DEPARTMENT DURING THE YEAR 1901-1902.

The 6th September 1902.—The following extracts from the Report of the Board of Revenue on the administration of the Salt Department in the Lower Provinces during the year 1901-1902, are published for general information.

E. W. COLLIN,  
Offg. Secy. to the Govt. of Bengal.

No. 951B., dated Calcutta, the 8th August 1902.

From—H. WHEELER, Esq., Secretary to the Board of Revenue, L. P.,  
To—The Secretary to the Government of Bengal, Financial Dept.

I AM directed by the Board of Revenue to submit the following Report on the administration of the Salt Department during the year 1901-1902.

THE HON'BLE MR. BOURDILLON, C.S.I.

CHAPTER I.—PRELIMINARY.

3. The Indian Salt Act, XII of 1882, continued to be the salt law in force in Orissa. Outside that area in the districts of the 24-Parganas, Khulna, Midnapore, Howrah, Backergunge, Noakhali, and Chittagong that Act, and Act VII (B.C.) of 1864, remained concurrently in force.

4. In January 1902, the district of Howrah, which, with Noakhali, had been brought within the scope of preventive operations in March 1901, was added to the charge of the Assistant Commissioner of Salt. No active measures have as yet been taken in Noakhali, but inquiries will shortly be made with a view to operations being started.

In accordance with the Government of India's order No. 3525S.R., dated the 14th July 1900, the saltpetre refineries in Calcutta and its environs were brought under the control of the Commissioner of Excise and Salt, Bengal, with effect from the 1st July 1901, the Assistant Commissioner (Mr. S. G. L. Platts) taking charge of them from the Assistant Commissioner of the Lower Division, Northern India Salt Department, on that date.

In Khulna, preventive operations, which in the previous year had been confined to the Kaliganj thana, were extended to thanas Asasuni, Paikgacha and Baitaghata. In Chittagong, three Sub-Inspectors' ranges covering the salt areas of the district, with head-quarters at Sitakund, Cox's Bazar, and Teknaf, were formed with effect from October 1901, and the salt staff was reinforced by the addition of three Sub-Inspectors, four petty officers, and 26 peons from Orissa.

CHAPTER II.—STOCK, IMPORTS, MANUFACTURES, AND CLEARANCES.

7. The stocks, imports, clearances, &c., for the years 1899-1900 to 1901-1902 are shown below:—

| STOCKS, IMPORTS, &c.  | 1899-1900.  | 1900-1901.  | 1901-1902.     |
|---|-------------|-------------|----------------|
|   | Mds.        | Mds.        | Mds.           |
| Total of all stocks at the commencement of the year.                    | 32,62,652   | 31,54,855   | 13,09,668      |
| Total quantity imported or manufactured during the year.                | 1,07,81,024 | 89,33,305   | 1,33,89,363(a) |
| Total ...   | 1,40,43,676 | 1,20,88,160 | 1,46,99,031    |
| Quantity on which duty was paid during the year.                        | 1,07,72,858 | 1,06,20,120 | 1,09,58,475(b) |
| Quantity which passed free of duty for manufacture of glazed stoneware. | 1,760       | 4,168       | 1,439(c)       |
| Quantity written off during the year for wastage or otherwise.          | 1,14,203    | 1,54,204    | 1,20,153       |
| Total ...   | 1,08,88,821 | 1,07,78,492 | 1,10,80,067    |
| Balance at the close of the year ...                                    | 31,54,855   | 13,09,668   | 36,18,964      |

(a) Includes 374 maunds found in exercise in golas and 103 maunds surplus from bond.  
(b) Includes 6,40,325 maunds of Bombay and Madras salt passed free of duty.  
(c) Includes 439 maunds used for ship's stores.



At the commencement of the year stocks had fallen abnormally low; the quantity of salt in all the *golas*, both public and private, amounted to a little over 13 lakhs of maunds only, or nearly  $18\frac{1}{2}$  lakhs of maunds less than in the preceding year. The importations during the year were, however, unusually large, and totalled nearly one crore and 34 lakhs of maunds. Since the year 1898-99 there has been no local manufacture of salt. The sales amounted to over one crore and  $9\frac{1}{2}$  lakhs of maunds, and after allowing for wastage, the closing balance stood at 36,18,964 maunds. In addition, at the close of the year, there were 2,06,049 maunds of salt lying afloat in ships in the port of Calcutta ready to be sold direct to purchasers, against 1,63,267 maunds at the close of 1900-1901. At Chittagong 57,169 maunds of salt were lying afloat for discharge into bond at the close of the year.

The Collector of Customs, Calcutta, reports that the importations for the year and the quantity bonded were the highest on record. The increase in the importations was due to freight being cheap and plentiful in comparison with the previous year. Steamers have almost entirely superseded sailing ships in the general trade of Calcutta and in the salt trade in particular, and as it is always necessary for a steamer to obtain a quick despatch, a very large proportion of the salt imported was delivered into bond. In consequence, the accommodation at both the Sulkea and Kidderpore *golas* was rapidly filled up, and much difficulty was experienced in providing the bonding space required by the trade. The Board are satisfied that increased space for storage is needed at Sulkea, and proposals to that effect have been submitted.

8. \* \* \* \* \* The importations into Calcutta advanced during the year by 49.5 per cent. The major portion still comes from the United Kingdom, though its former more extensive monopoly is being encroached upon by other competitors. The imports from Aden and the Red Sea are increasing rapidly, and as these salts do not have to pay the Canal dues, they compete on favourable terms with salt imported from Europe. Salt was imported for the first time from Port Said, of similar quality to the *karkatch* salts from Aden and the Red Sea, but as the steamers importing it have to pay the Canal dues, the Collector of Customs doubts whether it will be able to compete with the other *karkatch* salts.

Taken in conjunction with the large increase during the year in the operations at the Sulkea and Kidderpore *golas*, which is noticed below, it is obvious that the larger importations involved a considerable addition to the work of the Preventive Salt establishments in Calcutta. The Collector of Customs reports that salt was discharged from shipboard into bond on no less than 269 nights during the year, and this alone entailed much extra labour. As much as 700,000 tons of salt were weighed under official supervision—475,000 tons on boardship, and 225,000 tons at the *golas*. The low rate of wastage and the results of check re-weighments testified generally to the accuracy of the work done.

The importations into Chittagong show an advance of 70 per cent. compared with those in the preceding year. No reason has been assigned for this increase, but it is believed that, as in Calcutta, it was largely due to freight being easily and cheaply procurable.

9. \* \* \* \* \* The total quantity of imported salt sold increased by 1.4 per cent. Of this 32 per cent. was sold from shipboard and 68 per cent. from bond. The corresponding proportions in the preceding year were 27 and 73 per cent. In Calcutta although sales from the importing vessel direct increased by 18.9 per cent., there was a decrease of 10 per cent. in the sales from bond. The increase in the total sales at Narayanganj and Jhalakati is noticeable, amounting to as much as 18 and 71 per cent., respectively.

10. The following figures show the total turn-over at the Sulkea and Kidderpore Dock *golas* for the past five years:—

|  |     |     |     | Mds.        |
|--|-----|-----|-----|-------------|
| Sales of imported salt from ship board and bond. |     |     |     |             |
| 1897-98  | ... | ... | ... | 1,03,91,078 |
| 1898-99  | ... | ... | ... | 1,08,34,957 |
| 1899-1900  | ... | ... | ... | 1,13,87,469 |
| 1900-1901  | ... | ... | ... | 1,21,04,343 |
| 1901-1902  | ... | ... | ... | 1,49,52,131 |

The figures for the past year were the highest ever recorded. The total turn-over at the Sulkea *golas* was 99,70,762 maunds against 81,09,104 maunds in the preceding year. At the Dock *golas* it was 49,81,369 maunds against 39,95,239 maunds. The increase in the work which these figures connote has already been referred to.

11. Licenses were issued for three additional private warehouses during the year. \* \* \* \* \* Twenty-one warehouses in all were open at the close of the year.

The quantity of salt despatched to these inland bonded warehouses from shipboard and from bond in Calcutta amounted to 13,53,091 maunds, as compared with 10,43,871 maunds in 1900-1901, an increase of over 29 per cent. The preceding year had shown an increase of 25 per cent. as compared with 1899-1900, and it would seem that this branch of the salt trade is steadily and rapidly growing in popularity. The quantity of non-duty-paid salt removed during the year from shipboard at Chittagong for clearance at Narayanganj shows an increase of 3,505 maunds, or over 25 per cent., as compared with the preceding year, but this was far from compensating for the very large falling off during 1900-1901.

13. The following statement shows the proportion of duty-paid salt conveyed by the various means of transport from Calcutta inland, as well as to Orissa, during the past two years:—

| Period.       | By boats. | By steamers and flats. | By rail.  | Total despatch. |
|---------------|-----------|------------------------|-----------|-----------------|
|               | Mds.      | Mds.                   | Mds.      | Mds.            |
| 1900-1901 ... | 26,17,561 | 12,08,554              | 55,23,274 | 93,49,389       |
| 1901-1902 ... | 24,87,009 | 10,66,190              | 64,41,580 | 99,94,779       |
|               | -1,30,552 | -1,42,364              | +9,18,306 | +6,45,390       |

The quantity carried by boat decreased by 4.9 per cent., and that sent by steamers by 11.7 per cent. The quantity conveyed by rail, however, increased by 16.62 per cent. Of the aggregate quantity despatched from Calcutta, 24.8 per cent. was conveyed by boats, 10.6 per cent. by steamers and flats, and 64.4 per cent. by rail, as against 27.9, 12.9, and 59.07, respectively, during the preceding year. It would appear that the railways are steadily attracting the traffic to the detriment of other means of transport. The opening of a pass station at Shalimar in February 1902, since when it is possible to convey salt to Orissa by the Bengal-Nagpur Railway, will increase this tendency.

14. There was no manufacture of salt during the year on the Ohilka Lake in Orissa. The total quantity of salt in hand at the Tua and Gurubai factories at the beginning of the year was 3,16,944 maunds, inclusive of a wastage of 3,530 maunds remaining to be written off at the close of the previous year. To this have to be added 54 maunds of salt found in excess in a heap at the Gurubai factory, making the total stock 3,16,998 maunds. Of this quantity, 2,25,116 maunds were sold (1,31,654 maunds for consumption in Puri, 91,968 maunds in Cuttack, and 1,494 maunds outside the Province), against 84,687 maunds in the previous year; 21,320 maunds were written off as wastage, leaving a balance of 70,562 maunds at the close of the year. Deducting from this balance a further wastage of 13,017 maunds, which remained to be written off, the actual balance stood at 57,545 maunds. This was finally disposed of by the 23rd May 1902. The largely increased sales were due to the reduction of the wholesale price to half-an-anna a maund, which was done with the object of effecting an early clearance of the stocks in hand. It will be seen that this result was achieved within a far shorter period than was anticipated in the report of the preceding year.



Imports of Madras salt into Orissa.

15. The imports of Madras *karkatch* and refined salt into Orissa from the different factories,

as shown on the margin, amounted to 6,90,989 maunds, against 6,92,918 maunds in the preceding year, showing a decrease of 1,929 maunds, or .2 per cent. The factories at Surla and Karasa showed an aggregate increase of 1,60,270 maunds, while those at Ganjam, Naupada, Jagannaikpur, Coconada,

| Name of factory from which the salt was imported. | Quantity imported in— |            | Increase. | Decrease. |
|---|-----------------------|------------|-----------|-----------|
|   | 1900-1901.            | 1901-1902. |           |           |
|   | I. Mds.               | I. Mds.    | I. Mds.   | I. Mds.   |
| Ganjam  | 3,10,960              | 2,04,777   | .....     | 1,06,183  |
| Naupada   | 1,69,406              | 1,57,466   | .....     | 12,039    |
| Surla   | 13,128                | 1,82,140   | 1,69,012  | .....     |
| Karasa  | 9,384                 | 30,642     | 21,258    | .....     |
| Jagannaikpur                                      | 21,572                | 6,478      | .....     | 15,094    |
| Other factories in Coconada and other places.     | 1,68,378              | 1,39,486   | .....     | 28,892    |
| Total   | 6,92,918              | 6,90,989   | 1,60,270  | 1,02,199  |

Net decrease ... 1,929 mds.

and other places exhibited a total decline of 1,62,199 maunds, resulting in a net decrease of 1,929 maunds.

The result is, perhaps, due to circumstances of temporary application only. The imports into the districts of Cuttack and Balasore showed an aggregated advance of 1,03,815 maunds, and it was the decrease of 1,05,744 maunds imported into Puri and the Tributary Mahals, which more than counterbalanced what would otherwise have been a large increase. In Cuttack it is said that foreign-imported salt has been driven from the market, and the results in Puri are mainly due to the abnormally low price at which the old stocks of Lake salt were offered to the public. The decrease in the Tributary Mahals is not easily accounted for. The Commissioner of Salt suggests that a portion of the increased supplies to the district of Cuttack found their way into the Tributary Mahals; there had also been a large increase in the importations into the latter area during the preceding year, and it is possible that there were old stocks in hand.

CHAPTER III.—CONSUMPTION AND PRICES.

16. The total quantity of salt which passed into consumption in the entire Province of Bengal during the year under review was 1,04,31,438 maunds. This is exclusive of 5,45,011 maunds, being the net exports by land, and inclusive of 17,974 maunds educed from saltpetre. The figures show an increase of 2,03,937 maunds, or 1.9 per cent. Of the total quantity the saliferous tracts (including the whole of Orissa) took 19,54,457 maunds, or about 19 per cent., and the rest of the Province 84,76,981 maunds, or 81 per cent. The consumption per head in the saliferous tracts works out to a little over 6 seers, or 12.34lbs. approximately, and in the rest of the Province to 5 seers and 3 chittaks, or 10.67lbs. The figures are, at best, approximate only; in the first place, they assume that the unconsumed stocks of the previous year, which were consumed during that under report, were equal to the balance in hand at the end of the year under review. Again it is assumed that the salt is consumed in the district to which it is registered as despatched. In the saliferous districts in which illicit manufacture is easy, it would certainly have appeared probable that the recorded consumption of licit salt per head of the population would have been less than elsewhere. The figures, however, convey the opposite impression, but it is to be borne in mind that the arrangements for the record of consumption within the salt law limits are more complete than in the districts outside them.

The rates of consumption per head of population in the Bombay and Madras Presidencies for 1901-1902 have not yet been ascertained, but during the preceding year they were 11.88lbs. and 15.84lbs., respectively.

17. \* \* \* \* \* During the year 1900-1901 the reported consumption of salt within salt law limits rose from 8,42,529 to 8,51,271 maunds, and in the year under report it has still further increased by 15,902 maunds. There was an advance in consumption in all the saliferous districts, with the exception of Howrah and Noakhali, but it was largest in the districts of the 24 Parganas and Chittagong. Judging by the population test, however, the districts of Howrah and Backerganj show the best results and the district of Noakh ali the worst.



21. \* \* \* \* \* In most of the districts, as in the previous year, prices advanced during the year under report. The rise in price recorded at in Darjeeling is very marked, and special enquiry will be made as to the reason. Prices ruled lowest at Puri. The average wholesale price for the whole Province was Rs. 3-12-9 per maund, as compared with Rs. 3-11-7 in 1900-1901, showing a rise of one anna and two pies. Except in Pabna and Cuttack, the average price of salt per maund, in the principal provincial bazars, was generally higher than in the preceding year. The average for the twelve marts for which figures are quoted, was Rs. 3-11-9 per maund against Rs. 3-10-4 in 1900-1901, showing an increase of one anna and five pies per maund.

Prices of salt in Bengal generally. The average wholesale price of Liverpool salt per hundred maunds as sold from the ship's side in the port of Calcutta, exclusive of duty, amounted to Rs. 69-11-5, as compared with Rs. 70-3-1 in 1900-1901, showing a decrease of only seven annas and eight pies. Considering the rise last year from Rs. 62-4-11, the fall is insignificant, and in view of the large importations it might have been expected that prices would have declined still further. It is also noticeable that the extension of the inland bonded warehouse system does not so far appear to have had much effect in cheapening salt in the interior of the province. The selling price of Liverpool salt per hundred maunds, exclusive of duty, which in 1900-1901 varied from Rs. 77-12-4 to Rs. 60-1-10 ranged in the year under report from Rs. 70-5-8 to Rs. 57-4-6.

#### CHAPTER IV.—PREVENTIVE MEASURE.

22. Preventive operations outside Orissa were carried on as before, in the districts of the 24-Parganas, Midnapore, Khulna, Backergunge, and Chittagong. In Midnapore, as already stated, the retention of the temporary staff has been extended for an additional period of three years. The district of Howrah was brought tentatively within the scope of operations, and a small party from the Tamluk circle, in the district of Midnapore, was sent in January 1902, to work in the Syampur and Ulubaria thanas of the Howrah district. The experience of the past two seasons having shown that illicit manufacture does not prevail to any appreciable extent in the district of Backergunge, preventive operations there have been discontinued since the close of the year. The preventive staff has been disbanded, with the exception of the Inspector whom it is proposed to depute to Noakhali to ascertain and report on the steps to be taken and the establishment required, in order to commence preventive operations in that district during the next working season.

23. The number of cases in which salt was attached, released, and confiscated during the year under review were 929, 12, and 908, respectively, as against 1,074, 2, and 968 in the previous year, the corresponding quantities of salt being 684, 546 and 150 maunds against 640 45, and 548 maunds in the year 1900-1901. There was thus an increase of 44 maunds, or 6·8 per cent., in the quantity attached, and a decrease of 398 maunds, or 72·6 per cent., in the quantity confiscated. On an average about 29½ seers of salt were attached and 6½ seers confiscated in each case, as against 24 seers, and 22½ seers, respectively, in 1900-1901.

24. The number of seizures and unsuccessful house-searches during the year under review were 1,491 and 42, respectively, as against 794 and 17 in the previous year. There were no unsuccessful house-searches in the districts of Puri and Khulna, while in the districts of the 24-Parganas, Midnapore, and Chittagong the number of failures was insignificant in comparison with the number of seizures effected. In the districts of Balasore and Cuttack the numbers were 20 and 14, respectively; the owners of the houses are said to have learned of the intended search and to have destroyed all illicit articles. The general percentage of unsuccessful house-searches to seizures exhibits a slight increase, having risen from 2·14 in the previous year to 2·81 in the year under report. In the year 1899-1900, however, it was as much as 4·1.

25. \* \* \* \* \* There were 1,238 prosecutions during the year under review, against 898 in the previous year: out of 1,405 persons arrested and brought to trial, 1,174 were convicted, showing a percentage of 83.

Number of cases instituted under Acts VII (B.C.) of 1864 and XII of 1882.

|             |     |     |  |
|-------------|-----|-----|--|
| 24-Parganas | ... | 351 | Cases of illicit manufacture of salt (section 9, Act XII of 1882) numbered 953, and were most numerous in the districts marginally noted. The proportion of persons convicted of this offence was 80 |
| Chittagong  | ... | 179 |  |
| Balasore    | ... | 141 |  |
| Puri        | ... | 106 |  |

per cent. of those brought to trial. In the districts of Chittagong and the 24-Parganas the increase is attributed to greater activity on the part of the salt officers, to the provision of a steam launch in the 24-Parganas, and to the strengthening of the salt force in Chittagong, which was for the first time employed throughout the year. There were no cases of possession of spontaneous or swamp salt during the year. Owing to the failure of the police to attend house searches, about 50 cases in the 24-Parganas and 42 cases in Midnapore are reported to have broken down. To prevent a repetition of these fiascos, the sanction of Government has been obtained to the appointment of nine special police head constables in Midnapore. Similar arrangements in the 24-Parganas are under the consideration of the Salt Commissioner. Salt officers were instrumental in the detection of 39 opium cases also, as compared with 37 in the preceding year. No cases under the Excise Act were reported by them.

#### CHAPTER V.—FINANCIAL RESULTS.

28. \* \* \* \* \* The financial results of the year, as compared with 1900-1901, show an increase of Rs. 5,83,954, or 2·3 per cent. in the receipts and an increase of Rs. 42,099, or 9·02 per cent. in the charges, giving a net revenue of Rs. 2,55,21,299, which is in excess of that obtained during 1900-1901 by Rs. 5,41,855, or 2·2 per cent. The increase in receipts occurs mainly under the two heads of Import and Excise Duties on Salt.

#### CHAPTER VI.—MISCELLANEOUS.

35. The quantity of salt educed in the manufacture of saltpetre and removed from all refineries in the Province on payment of duty during the year, was 17,974 maunds, as compared with 17,584 maunds similarly removed in 1900-1901. The quantity of refined saltpetre produced in the refineries in Calcutta was 50,571 maunds, as compared with 61,924 maunds, and the quantity of salt educed was 5,594 maunds, against 3,496 maunds in 1900-1901. The quantity of salt excised was 2,360 maunds in comparison with 4,740 maunds in the preceding year.

38. In Midnapore there were six cases of assault on Salt officers, one in each of the thanas Khedgree, Contai, Dantan, and Egra, and two in thana Mohisadal. In the case at Nasalla Chak hât, in thana Khedgree, five men were charged under section 147 of the Indian Penal Code, all of whom were convicted, one being fined Rs. 100 and the rest Rs. 60 each. In the case in thana Contai, three men were charged under sections 114 and 353 of the Indian Penal Code, but all were acquitted for want of sufficient evidence. In the case in thana Dantan nine men were sent up under sections 353 and 147 of the Indian Penal Code, all of them being found guilty and sentenced to different terms of imprisonment, while in the two cases in thanas Egra and Mohisadal all the accused, except one, were fined. Another case in the Mohisadal thana is pending trial. \* \* \* \* \* The Commissioner of Salt reports that in all the districts the attitude of the people towards the Department is hostile, but cases of active resistance are becoming scarce in the districts of the 24-Parganas and Chittagong.



WEATHER AND CROP REPORT.

For the week ending the 15th September 1902.

**Burdwan.**—Rainfall at Sadar 1·88, Kalna 3·52, Katwa 2·06, Raniganj 2·80. Weather fine and hot. Transplantation of *aman* nearly finished. Weeding commenced. Harvesting of *aus* continues. Fodder and water sufficient. Condition of cattle good. Common rice sells at 11 seers per rupee.

**Birbhum.**—Rainfall at Sadar 7·67, Rampur Hât 7·95. Weather cloudy. Rampur Hât subdivisional officer reports that considerable loss to property and some lives have been caused by recent floods. Several villages destroyed. Common rice sells at 12 seers per rupee. Fodder sufficient.

**Bankura.**—Rainfall at Sadar 3·85. Paddy and sugarcane crops doing well. Fodder and water sufficient. Common rice sells at 12 seers per rupee.

**Midnapore.**—Rainfall at Sadar 1·33, Contai 1·73, Ghatal 5·24, Tamluk 5·23. Weather hot and cloudy. Harvesting of *aus* continues. Agricultural prospects good. Fodder and water sufficient. Cattle-disease reported from Binpur thana. Common rice sells as follows:—

|        |     |     |      |       |              |
|--------|-----|-----|------|-------|--------------|
|        |     |     | Srs. | ch.   |              |
| Sadar  | ... | ... | ...  | 12 8  | } per rupee. |
| Contai | ... | ... | ...  | 12 0  |              |
| Tamluk | ... | ... | ...  | 11 0  |              |
| Ghatal | ... | ... | ...  | 12 12 |              |

**Hooghly.**—Rainfall at Sadar 3·48, Serampore 4·79, Arambagh 3·05. Weeding of *aman*, harvesting of *aus* and steeping of jute going on. Prospect of standing crops good. Weather seasonable. Fodder and water sufficient. Common rice sells as follows:—

|           |     |     |      |      |              |
|-----------|-----|-----|------|------|--------------|
|           |     |     | Srs. | ch.  |              |
| Sadar     | ... | ... | ...  | 10 0 | } per rupee. |
| Serampore | ... | ... | ...  | 10 4 |              |
| Arambagh  | ... | ... | ...  | 11 6 |              |

**Howrah.**—Rainfall at Sadar 2·92, Ulubaria 1·64. Fall general. No more rain wanted for next 8 or 10 days. Transplantation of *aman* paddy still going on. Reaping of *aus* still continues; its threshing and the cutting and steeping of jute going on. Sugarcane and vegetables are doing very well. Fodder and water-supply sufficient. No cattle-disease. Common rice sells on an average at 11 seers per rupee everywhere within the district.

**24-Parganas.**—Rainfall at Sadar 2·65, Barasat 1·22, Basirhat 3·01, Diamond Harbour 1·26. Weather hot and cloudy with moderate showers. State and prospect of crops good. *Aus* and jute still being harvested, and the latter being steeped. Transplantation of *aman* nearly finished. Common rice sells at 11 seers per rupee. Condition of cattle good. Supply of fodder and water sufficient.

**Nadia.**—Rainfall at Sadar 3·84, Ranaghat 4·02, Chuadanga 5·44, Meherpur 3·50, Kushtia 3·16. Harvesting of jute continues. Prospects of standing crops good. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

|           |     |     |      |      |              |
|-----------|-----|-----|------|------|--------------|
|           |     |     | Srs. | ch.  |              |
| Sadar     | ... | ... | ...  | 12 0 | } per rupee. |
| Ranaghat  | ... | ... | ...  | 11 0 |              |
| Chuadanga | ... | ... | ...  | 11 0 |              |
| Meherpur  | ... | ... | ...  | 13 5 |              |
| Kushtia   | ... | ... | ...  | 11 4 |              |

**Murshidabad.**—Rainfall at Sadar 9·13, Kandi 5·40, Jangipur 6·23, Lalbagh 7·25. Weather seasonable. Harvesting of *bhadoi* almost completed. There was a severe flood of the Kana Nadi and More river in Kandi subdivision. Jute being cut and steeped in Jangipur. Sugarcane doing well. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

|          |     |     |      |      |              |
|----------|-----|-----|------|------|--------------|
|          |     |     | Srs. | ch.  |              |
| Sadar    | ... | ... | ...  | 11 8 | } per rupee. |
| Kandi    | ... | ... | ...  | 13 0 |              |
| Jangipur | ... | ... | ...  | 12 0 |              |
| Lalbagh  | ... | ... | ...  | 11 0 |              |

**Jessore.**—Rainfall at Sadar 3·72, Jhenida 8·54, Magura 10·07, Narail 6·46, Bangaon 2·74. Weather seasonable. Prospect of crops fair. Harvesting of *aus* almost completed. Rain has improved prospect of *aman* paddy. Fodder and water sufficient. Cattle-disease reported from Salikhia outpost in Magura and Kalia in Narail. Common rice sells at 12 seers per rupee.



**Khulna.**—Rainfall at Sadar 3·41, Bagerhat 1·57, Satkhira 6·60. Weather seasonable. Transplantation of *aman* still continues. *Boro* maturing well and an average crop expected. Fodder and water sufficient. Cattle-disease reported from Paikgachha and Fakirhat. Common rice sells as follows:—

|          |     |     | Srs. | ch.   |              |
|----------|-----|-----|------|-------|--------------|
| Sadar    | ... | ... | ...  | 11 12 | } per rupee. |
| Bagerhat | ... | ... | ...  | 11 10 |              |
| Satkhira | ... | ... | ...  | 10 8  |              |

**Rajshahi.**—Rainfall at Sadar 5·96, Nator 3·51, Naugaon 4·93. Prospects of standing crop good. Harvesting of jute and *aus* continues. Transplantation of *aman* nearly finished. Common rice selling at 12 seers per rupee.

**Dinajpur.**—Rainfall at Sadar 3·80. Fall in the district general, varying from 2·98 to 8·21. Weather seasonable. Standing crops good. Steeping of jute continues. Cattle-disease to small extent reported from Kaliaganj. Fodder and water plentiful. Rice selling at 12 seers per rupee.

**Jalpaiguri.**—Rainfall at Sadar 20·63, Alipore Duars 11·33. Weather rainy with high wind during the first four days. Harvesting of *bhadoi* paddy nearly finished. Steeping of jute going on. *Haimanti* paddy doing well. Prospect favourable. Common rice sells at 11½ seers a rupee. Fodder and water sufficient.

**Darjeeling.**—Rainfall at Sadar 11·64, Kurseong 17·75, Siliguri 13·28. Weather seasonable. *Hills*—*Bhadoi*, *haimanti dhan*, maize, *bara* and *chhota marua* doing well. *Terai*—Transplanting of *haimanti* paddy nearly finished. Reaping of jute and *bhadoi* paddy going on. Prospects good. Coarse rice sells as follows:—

|       |     |     | Srs. | ch.  |              |
|-------|-----|-----|------|------|--------------|
| Hills | ... | ... | ...  | 9 0  | } per rupee. |
| Terai | ... | ... | ...  | 10 0 |              |

Maize sells at Darjeeling at 20 seers and at Kalimpong at 34 seers per rupee.

**Rangpur.**—Rainfall at Sadar 7·32, Gaibanda 2·29, Nilphamari 5·84, Kurigram 7·26. Weather cloudy and hot. Transplantation of *aman*, cutting and steeping of jute going on. Harvesting of *bhadoi* nearly finished. Fodder and water sufficient. Common rice sells as follows:—

|            |     |     | Srs. | ch.  |              |
|------------|-----|-----|------|------|--------------|
| Sadar      | ... | ... | ...  | 9 8  | } per rupee. |
| Gaibanda   | ... | ... | ...  | 10 0 |              |
| Kurigram   | ... | ... | ...  | 12 0 |              |
| Nilphamari | ... | ... | ...  | 10 8 |              |

**Bogra.**—Rainfall at Sadar 4·63. Fall general. Harvesting of *aus* and transplantation of *aman* nearly finished. Steeping of jute going on. Outturn of jute estimated to be 70 per cent. Fodder and water sufficient. Prospects fair. Common rice sells at 12 seers per rupee.

**Pabna.**—Rainfall at Sadar 3·12, Sirajganj 5·05. Weather cloudy and rainy. Heavy showers general. Prospects of *aman* and sugarcane fair. Fodder sufficient. No cattle-disease. Common rice sells at 10 seers per rupee.

**Dacca.**—Rainfall at Sadar 5·2, Manikganj 11·41, Munshiganj 7·17, Narayanganj 5·39. Prospects of crops fair. Weather seasonable. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

**Mymensingh.**—Rainfall at Sadar 4·06, Jamalpur 2·92, Kishorganj 2·71, Tangail 4·18. Weather seasonable. Steeping of jute and transplantation of *aman* continue. Reaping of *aus* finished, its outturn estimated at 80 per cent. Fodder and water sufficient. No cattle-disease. Common rice sells as follows:—

|            |     |     | Srs. | ch.  |              |
|------------|-----|-----|------|------|--------------|
| Sadar      | ... | ... | ...  | 12 0 | } per rupee. |
| Kishorganj | ... | ... | ...  | 11 4 |              |
| Jamalpur   | ... | ... | ...  | 11 6 |              |
| Tangail    | ... | ... | ...  | 10 4 |              |

**Faridpur.**—Rainfall at Sadar 2·95, Goalundo 3·50, Madaripur 5·62. Weather sultry with occasional rain. Prospects of *aman* paddy good. Fodder available in sufficiency. Condition of cattle good. Water sufficient. Common rice sells at 11 seers the rupee.

**Backergunge.**—Rainfall at Sadar 4·09. Fall general. Weather seasonable. Transplantation of *aman* continues. Prospects fair. Cattle-disease in thana Matbari. Fodder sufficient. Common rice sells at 13½ seers (*aus*) and 12 seers (*aman*) at Sadar; at Bhola 11 seers (*aus*) and 9½ seers (*aman*) per rupee.

**Tipperra.**—Rainfall at Sadar 1·64, Brahmanbaria 41, Chandpur 11·53. Weather seasonable. Prospects of standing crops good. Reaping of jute and transplantation of paddy not yet completed. Fodder and water sufficient. No cattle-disease. Common rice sells at 14 seers per rupee.

**Noakhali.**—Rainfall at Sadar 4·26, Feni 2·68. Harvesting of *aus* and transplantation of *aman* still continues. Prospects fair. Cattle-disease at Sudharam. Water sufficient. Fodder not so. Common rice sells at Sadar at 11½ seers and at Feni at 13 seers per rupee.

**Chittagong.**—Rainfall at Sadar 2·26, Cox's Bazar 11·80. Reaping of *aus dhan* is finished. Transplantation of *aman dhan* is still going on. Water and fodder sufficient. Common rice selling at 12 seers 11 chitaks.

**Chittagong Hill Tracts.**—Rainfall 2·50. Weather fair. *Joom* harvesting and sowings of winter rice continue. Prospects of cotton and rape crop bad owing to too much rain and too little sunshine. Common rice sells at 12 seers per rupee.

**Patna.**—Rainfall at Sadar 10·20, Barh 3·75, Bihar 2·04, Dinapore 4·08, Hilsa 4·27, Bikram 4·52. Weather cloudy. Rainfall proved very useful, but more wanted. Harvesting of Indian-corn progressing. *Aghani* prospects improved. Transplantation of paddy continues. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

|          |     |     |     |     | Srs. ch. |              |
|----------|-----|-----|-----|-----|----------|--------------|
| Patna    | ... | ... | ... | ... | 12 0     | } per rupee. |
| Bihar    | ... | ... | ... | ... | 10 0     |              |
| Dinapore | ... | ... | ... | ... | 12 4     |              |
| Barh     | ... | ... | ... | ... | 11 12    |              |

**Gaya.**—Rainfall at Sadar 5·34, Jahanabad 4·95, Aurangabad 8·41, Nawadah 2·25. Weather seasonable. Transplantation of paddy over, except in the Nawadah subdivision. Harvesting of the *bhadoi* crops commenced. Sugarcane doing well. No cattle-disease. Fodder and water ample. Average price of common rice is 10½ seers per rupee.

**Shahabad.**—Rainfall at Sadar 1·23, Buxar 2·50, Bhabhua 3·48, Sasaram 2·41, Dehri 2·93. Weather hot and cloudy. Harvesting of *bhadoi* continues. Prospects of paddy and sugarcane good. No cattle-disease. Rice sells at Sadar at 11 seers a rupee.

**Saran.**—Rainfall at Sadar 5·59, Siwan 4·00, Gopalganj 6·75. Weather rainy and cloudy. Rainfall has been general and has proved most beneficial to agricultural operations. Standing crops doing well. Fodder and water sufficient. Cattle-disease reported from one village. Common rice sells at 12½ seers per rupee.

**Champaran.**—Rainfall at Sadar 4·73, Bettiah 5·09. Weather hot and cloudy. Harvesting and threshing of *bhadoi* crops going on. Outturn of maize estimated at 110 per cent. Transplantation of *aghani* rice finished. Sugarcane doing well. Little cattle-disease. Fodder and water sufficient. Common rice sells at 14¾ seers and maize at 22 seers per rupee.

**Muzaffarpur.**—Rainfall at Sadar 2·25, Hajipur 4·11, Sitamarhi 1·69. Weather cloudy generally. Transplantation of paddy nearly finished. Harvesting of *bhadoi* crops continues. Prospects fair. Fodder and water sufficient. Prices are—Common rice 11½ seers, maize 22 seers a rupee.

**Darbhanga.**—Rainfall at Sadar 1·67, Samastipur 9·18, Madhubani 3·89. Transplantation of paddy is still going on. Harvesting of *bhadoi* in progress. Fodder and water sufficient. Cattle-disease is reported from Warisnagar and Samastipur thanas. Common rice sells as follows:—

|            |     |     |     |     | Srs. ch. |              |
|------------|-----|-----|-----|-----|----------|--------------|
| Sadar      | ... | ... | ... | ... | 12 8     | } per rupee. |
| Samastipur | ... | ... | ... | ... | 12 0     |              |
| Madhubani  | ... | ... | ... | ... | 11 11    |              |

**Monghyr.**—Rainfall at Sadar 5·22, Begusarai 4·51, Jamui 4·25. Weather hot and cloudy. Reaping of *bhadoi* crops and *makai* harvesting continues. Paddy benefited by rain. Sugarcane doing well. Fodder and water sufficient. No cattle-disease. Common rice sells as follows:—

|           |     |     |     |     | Srs. ch. |              |
|-----------|-----|-----|-----|-----|----------|--------------|
| Sadar     | ... | ... | ... | ... | 11 8     | } per rupee. |
| Begusarai | ... | ... | ... | ... | 12 0     |              |
| Jamui     | ... | ... | ... | ... | 11 0     |              |

**Bhagalpur.**—Rainfall at Sadar 1·94, Banka 2·06, Madhipura 4·83, Supaul 5·16. Weather cloudy. Prospects of *aghani* continue fair. Harvesting of *marua* and *bhadoi* paddy going on. Transplantation of paddy completed. Sowing of *kurthi* commenced in Banka subdivision. Sporadic cases of cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

|           |     |     |     |     | Srs. ch. |              |
|-----------|-----|-----|-----|-----|----------|--------------|
| Sadar     | ... | ... | ... | ... | 11 6     | } per rupee. |
| Banka     | ... | ... | ... | ... | 12 10    |              |
| Madhipura | ... | ... | ... | ... | 13 0     |              |
| Supaul    | ... | ... | ... | ... | 15 0     |              |



**Purnea.**—Rainfall at Sadar 6·14, Kishanganj 4·15, Araria 5·25. Fall general. Weather variable. *Bhadai dhan* and jute are being harvested. Cattle-disease reported from Palasi outpost. Fodder and water sufficient. Common rice sells at Sadar and Kishanganj at 11 seers and at Araria at 14 seers per rupee.

**Malda.**—Rainfall at Sadar 3·52, Chanchal 6·70, Sibganj 4·88, Gajol 6·04. Fall general. Weather hot and cloudy. Plants of winter rice thriving. Prospects good. Harvesting of *bhadai* not yet completed. Cutting of jute still continues. No cattle-disease. Fodder and water sufficient. Common rice sells at 12½ seers per rupee.

**Sonthal Parganas.** Rainfall at Sadar 9·51, Deoghur 2·90, Godda 4·15, Jamtara 5·98, Pakaur 8·03, Rajmahal 4·84. Weather rainy but hot. Prospects of *aghani* good. Standing crops doing well. Transplantation of rice over. Harvesting of *makai* continues. Common rice sells at 12 seers per rupee at Sadar.

**Cuttack.**—Rainfall at Sadar 0·32. Fall general. Weather seasonable. Early *beali* being cut and average outturn expected. Late *beali* growing well into maturity. *Guru* and *laghu sarad* growing well. Prospects fair. No cattle-disease. Fodder and water sufficient. Old common rice sells at 14 seers 7 chitaks and new *beali* at 18 seers 6 chitaks at Sadar.

**Balasore.**—Rainfall at Sadar 0·87. Fall general. *Beali* being reaped. *Sarad* being transplanted and weeded. Prospects good. Standing crops with sugarcane prospering. Rice sells at 14 and 16 seers a rupee at Sadar and Bhadrak respectively. Fodder and drinking water sufficient.

**Angul.**—Rainfall at Sadar nil, Chhendipada 1·07, Tikerpara 0·47, Bissipara 0·24. Weather hot. Weeding of paddy and sowing of *rabi* in progress. Harvesting of *bhadai* crops continues. Common rice sells at 12 and 10½ seers per rupee at Sadar and Khondmals respectively.

**Puri.**—Rainfall 0·56. Fall general. Weather seasonable. Puddling and weeding of winter rice continues. Harvesting of *bhadai* paddy and *mundua* in progress. Outturn expected to be normal. Sugarcane and other miscellaneous crops doing well. Fodder and water-supply sufficient. Common rice sells at 14 seers 7 chitaks per rupee. Cattle-disease has broken out at places.

**Hazaribagh.**—Rainfall at Sadar 3·59, Giridih 4·55. Fall not general. Weather seasonable. Harvesting of *bhadai* crops going on. Sugarcane doing well. Cattle-disease reported from two thanas. Fodder and water sufficient. Common rice sells at 10½ seers per rupee.

**Ranchi.**—Rainfall at Sadar 5·86. Fall general. Weather seasonable. Prospects good. Sowing of *sirguja* and *kunthi* in progress. Cattle-disease reported from several thanas. Fodder and water sufficient. Common rice selling at 14 seers per rupee.

**Palamanu.**—Rainfall at Sadar 2·50. Weather seasonable. *Sawan* and *gundli* being harvested. Standing crops all doing well. Cattle-disease continues in places. Fodder and water sufficient. Prices at Sadar—Rice 11½ seers, Maize 16 seers 14 chitaks per rupee.

**Manbhum.**—Rainfall at Sadar 1·99, Gobindpur 2·87. Fall general. Weather seasonable. Prospects of crops on ground good. Transplantation of winter rice completed. Palasi lac about 75 per cent. *Doha tasar* about 50 per cent. of normal harvest. Fodder and water sufficient. Cattle-disease not reported. Average price of common rice at Sadar is 12 seers and at Gobindpur 10½ seers per rupee.

**Singhbhum.**—Rainfall 1·13. Prospect of crop good. Harvesting of *guru* paddy commenced. Average price of rice is 12½ seers per rupee in the district; at Chaibassa 12 seers.

**General Summary.**—The rainfall during the week was general and heavy at places. More rain is still required in the Patna district. In Rampur Hat subdivision of the Birbhum district considerable loss of property and loss of some lives have been caused by floods. Sugarcane promising. Harvesting of *bhadai* crops still continues. Transplantation of winter rice is almost over. Standing crops doing well. Prospects fair. Cattle-disease reported from 15 districts. Fodder and water generally adequate. The price of common rice has risen in 3 districts, fallen in 12, and is stationary in the rest (32).

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 16th September 1902.



## Meteorological Report of the Province of

| METEOROLOGICAL DIVISION. |              |                          | STATION OBSERVATIONS.               |                                    |                               |   |                             |                          |                               |                   |                  |                                 |                                 |                         |                             |      |
|--------------------------|--------------|--------------------------|-------------------------------------|------------------------------------|-------------------------------|---|-----------------------------|--------------------------|-------------------------------|-------------------|------------------|---------------------------------|---------------------------------|-------------------------|-----------------------------|------|
| DIVISION.                | DISTRICT.    | Representative stations. | AIR PRESSURE.                       |                                    |                               |   |                             | WIND.                    |                               | TEMPERATURE.      |                  |                                 |                                 |                         |                             |      |
|                          |              |                          | Highest, 8 A.M., barometer reading. | Lowest, 8 A.M., barometer reading. | Mean, 8 A.M., reduced to 32°. | Mean reduced to sea-level and constant gravity, Lat. 45°. | Variation from normal mean. | Mean direction at 8 A.M. | Mean velocity in miles daily. | Highest of month. | Lowest of month. | Mean daily maximum temperature. | Mean daily minimum temperature. | Mean daily temperature. | Variation from normal mean. |      |
| SOUTH-WEST BENGAL.       | Burdwan      | Burdwan                  | 29.073                              | 29.451                             | 29.369                        | 29.615  | +0.22                       | SSE                      | 73                            | 95.9              | 75.8             | 90.6                            | 79.1                            | 84.9                    | +1.1                        |      |
|                          |              | Birbhum                  | Raniganj                            | 29.416                             | 29.200                        | 29.326  | 29.607                      | —                        | SSE                           | 34                | 96.2             | 73.9                            | 91.5                            | 78.4                    | 85.0                        | +1.8 |
|                          |              | Bankura                  | Bankura                             | 29.438                             | 29.203                        | 29.341  | 29.589                      | —                        | SSE                           | 81                | 96.6             | 75.9                            | 91.2                            | 79.1                    | 85.2                        | +2.1 |
|                          |              | Midnapore                | Midnapore                           | 29.598                             | 29.369                        | 29.510  | 29.605                      | +0.03                    | SSE                           | 62                | 95.3             | 75.7                            | 90.7                            | 79.2                    | 85.0                        | +1.7 |
|                          |              | Howrah                   | Howrah                              | 29.720                             | 29.443                        | 29.635  | 29.605                      | +0.14                    | SSE                           | 312               | 91.9             | 77.6                            | 89.6                            | 80.8                    | 85.2                        | +1.1 |
|                          | Presidency   | 24 Parganas              | Saugor Island                       | 29.743                             | 29.505                        | 29.649  | 29.616                      | +0.25                    | SSE                           | 87                | 94.2             | 74.6                            | 89.8                            | 78.9                    | 84.4                        | +1.7 |
|                          |              | Calcutta                 | Calcutta                            | 29.720                             | 29.530                        | 29.632  | 29.627                      | —                        | SSE                           | 92                | 94.3             | 75.2                            | 90.9                            | 78.5                    | 84.8                        | +1.1 |
|                          |              | Nadia                    | Krishnagar                          | 29.603                             | 29.318                        | 29.604  | 29.619                      | +0.18                    | SSE                           | 80                | 97.3             | 75.8                            | 90.7                            | 79.4                    | 85.1                        | +1.4 |
|                          |              | Murshidabad              | Berhampore                          | 29.743                             | 29.543                        | 29.650  | 29.630                      | +0.25                    | SSE                           | 39                | 94.5             | 75.2                            | 90.2                            | 79.6                    | 85.0                        | +1.1 |
|                          |              | Jessore                  | Jessore                             | 29.703                             | 29.533                        | 29.610  | 29.629                      | +0.27                    | SSE                           | 75                | 92.1             | 75.1                            | 89.1                            | 80.1                    | 84.6                        | +1.1 |
| NORTH BENGAL.            | Rajshahi     | Rajshahi                 | 29.632                              | 29.435                             | 29.538                        | 29.615  | +0.06                       | SSE                      | 74                            | 93.3              | 75.0             | 89.3                            | 79.0                            | 84.2                    | +0.5                        |      |
|                          |              | Dinajpur                 | Dinajpur                            | 29.504                             | 29.293                        | 29.410  | 29.652                      | +0.22                    | NSE                           | 42                | 93.4             | 72.1                            | 88.2                            | 77.4                    | 82.8                        | +0.4 |
|                          |              | Jalpaiguri               | Jalpaiguri                          | 23.029                             | 22.833                        | 22.945  | —                           | —0.03                    | SSE                           | 53                | 70.2             | 56.1                            | 66.6                            | 57.6                    | 62.1                        | +0.9 |
|                          |              | Darjeeling               | Darjeeling                          | 29.629                             | 29.436                        | 29.542  | 29.652                      | —                        | SSE                           | 53                | 93.9             | 74.1                            | 88.1                            | 78.4                    | 83.3                        | —    |
|                          |              | Cooch Behar              | Cooch Behar                         | 29.658                             | 29.471                        | 29.573  | 29.650                      | +0.27                    | SSE                           | 72                | 93.7             | 75.8                            | 88.6                            | 78.4                    | 83.9                        | +0.8 |
|                          | Dacca        | Rangpur                  | Rangpur                             | 29.698                             | 29.544                        | 29.611  | 29.624                      | +0.20                    | SSE                           | 106               | 95.2             | 75.2                            | 89.6                            | 78.6                    | 84.1                        | +0.8 |
|                          |              | Bogra                    | Bogra                               | 29.724                             | 29.563                        | 29.636  | 29.635                      | +0.13                    | SSE                           | 45                | 91.3             | 75.2                            | 89.1                            | 79.1                    | 83.3                        | +0.1 |
|                          |              | Patna                    | Sirajganj                           | 29.763                             | 29.594                        | 29.676  | 29.650                      | +0.29                    | SSE                           | 160               | 92.1             | 75.7                            | 88.2                            | 79.8                    | 84.1                        | +0.1 |
|                          |              | Dacca                    | Narayanganj                         | 29.723                             | 29.551                        | 29.638  | 29.643                      | +0.11                    | SSE                           | 68                | 93.7             | 75.1                            | 87.5                            | 78.7                    | 83.1                        | +0.1 |
|                          |              | Mymensingh               | Mymensingh                          | 29.742                             | 29.564                        | 29.654  | 29.645                      | +0.10                    | SSE                           | 97                | 91.8             | 75.4                            | 88.4                            | 78.9                    | 83.7                        | +0.1 |
| EAST BENGAL.             | Chittagong   | Faridpur                 | 29.752                              | 29.574                             | 29.667                        | 29.625  | +0.16                       | SSE                      | 91                            | 91.8              | 75.1             | 88.3                            | 78.4                            | 83.4                    | +0.1                        |      |
|                          |              | Backergunge              | Barisal                             | 29.756                             | 29.595                        | 29.675  | 29.659                      | —                        | SSE                           | 78                | 94.8             | 75.3                            | 88.9                            | 77.2                    | 83.1                        | +0.1 |
|                          |              | Tippera                  | Comilla                             | 29.741                             | 29.582                        | 29.662  | 29.652                      | —                        | SSE                           | 104               | 93.7             | 75.9                            | 87.2                            | 77.7                    | 83.5                        | +0.1 |
|                          |              | Noakhali                 | Noakhali                            | 29.703                             | 29.534                        | 29.623  | 29.658                      | —0.04                    | SSE                           | 167               | 91.5             | 73.6                            | 87.4                            | 76.8                    | 82.1                        | +0.1 |
|                          |              | Chittagong               | Chittagong                          | 29.546                             | 29.363                        | 29.459  | 29.594                      | +0.09                    | SSE                           | 150               | 96.0             | 74.7                            | 90.3                            | 80.1                    | 85.5                        | +0.1 |
|                          | Patna        | Chittagong Hill Tracts   | Bankipore                           | 29.342                             | 29.105                        | 29.261  | 29.588                      | +0.12                    | SSE                           | 87                | 98.2             | 76.3                            | 93.2                            | 79.7                    | 86.5                        | +0.1 |
|                          |              | Gaya                     | Gaya                                | 29.354                             | 29.162                        | 29.280  | 29.582                      | +0.11                    | SSE                           | 105               | 96.8             | 75.0                            | 91.5                            | 80.2                    | 85.9                        | +0.1 |
|                          |              | Shahabad                 | Buxar                               | 29.471                             | 29.292                        | 29.395  | 29.588                      | +0.10                    | S                             | 1                 | 95.0             | 74.1                            | 90.0                            | 79.2                    | 84.6                        | +0.1 |
|                          |              | Arrab                    | Arrab                               | 29.543                             | 29.365                        | 29.460  | 29.601                      | —                        | NSE                           | 62                | 96.0             | 75.6                            | 90.9                            | 79.9                    | 85.5                        | +0.1 |
|                          |              | Saran                    | Chhapra                             | 29.541                             | 29.355                        | 29.457  | 29.590                      | —                        | SSE                           | 69                | 97.4             | 74.6                            | 91.7                            | 79.9                    | 85.9                        | +0.1 |
| BENGAL.                  | Bhagalpur    | Champaran                | Motihari                            | 29.515                             | 29.296                        | 29.430  | 29.611                      | —                        | NSE                           | 140               | 94.4             | 73.3                            | 90.1                            | 77.6                    | 83.9                        | +0.1 |
|                          |              | Muzaffarpur              | Muzaffarpur                         | 29.502                             | 29.367                        | 29.465  | 29.599                      | —                        | SSE                           | 89                | 95.7             | 73.7                            | 89.5                            | 79.1                    | 84.3                        | —    |
|                          |              | Darbhanga                | Darbhanga                           | 29.508                             | 29.336                        | 29.483  | 29.602                      | +0.10                    | NSE                           | 55                | 93.3             | 76.5                            | 89.6                            | 80.6                    | 85.1                        | +0.1 |
|                          |              | Monghyr                  | Monghyr                             | 29.579                             | 29.412                        | 29.495  | 29.607                      | +0.26                    | SSE                           | 60                | 94.2             | 76.1                            | 90.3                            | 79.3                    | 85.1                        | +0.1 |
|                          |              | Bhagalpur                | Bhagalpur                           | 29.634                             | 29.437                        | 29.541  | 29.619                      | +0.16                    | SSE                           | 65                | 94.2             | 75.2                            | 89.8                            | 79.3                    | 84.6                        | +0.1 |
|                          | Orissa       | Purnea                   | Purnea                              | 29.680                             | 29.510                        | 29.571  | 29.594                      | —                        | SSE                           | 40                | 93.6             | 77.0                            | 90.2                            | 79.7                    | 85.0                        | +0.1 |
|                          |              | Malda                    | Malda                               | 29.261                             | 29.076                        | 29.174  | 29.615                      | +0.29                    | SSE                           | 80                | 94.0             | 73.9                            | 90.1                            | 78.1                    | 84.1                        | +0.1 |
|                          |              | Sonthal Parganas         | Naya Dumka                          | 29.682                             | 29.420                        | 29.583  | 29.605                      | +0.14                    | SSE                           | 52                | 96.4             | 75.2                            | 91.8                            | 78.9                    | 85.2                        | +0.1 |
|                          |              | Cuttack                  | Cuttack                             | 29.734                             | 29.423                        | 29.640  | 29.612                      | +0.16                    | SSE                           | 216               | 92.3             | 74.1                            | 88.2                            | 78.7                    | 83.4                        | +0.1 |
|                          |              | Balasore                 | Balasore                            | 29.740                             | 29.504                        | 29.649  | 29.612                      | —                        | SSE                           | 78                | 94.4             | 75.3                            | 90.0                            | 78.5                    | 84.4                        | +0.1 |
| CHOTA NAGPUR.            | Chota Nagpur | Puri                     | Puri                                | 29.736                             | 29.534                        | 29.650  | 29.614                      | +0.21                    | SSE                           | 213               | 92.3             | 74.1                            | 88.6                            | 78.1                    | 83.4                        | +0.1 |
|                          |              | Gopalpur                 | Gopalpur                            | 27.733                             | 27.473                        | 27.658  | 29.601                      | +0.17                    | SSE                           | 170               | 91.2             | 71.8                            | 86.2                            | 74.6                    | 80.4                        | +0.1 |
|                          |              | Hazaribagh               | Hazaribagh                          | 27.622                             | 27.332                        | 27.635  | 29.595                      | +0.19                    | SSE                           | 159               | 90.2             | 71.4                            | 85.3                            | 74.0                    | 79.7                        | —    |
|                          |              | Ranchi                   | Ranchi                              | 28.994                             | 28.729                        | 28.915  | 29.597                      | —                        | SSE                           | 91                | 96.6             | 76.5                            | 91.7                            | 78.9                    | 84.9                        | —    |
|                          |              | Palamau                  | Daltonganj                          | 28.917                             | 28.657                        | 28.830  | 29.587                      | —                        | NSE                           | 32                | 95.6             | 72.4                            | 90.7                            | 76.3                    | 83.5                        | +0.1 |
|                          | Assam.       | Manbhum                  | Furulia                             | 28.975                             | 28.679                        | 28.899  | 29.565                      | +0.30                    | SSE                           | 32                | 95.1             | 75.5                            | 90.1                            | 78.1                    | 84.1                        | +0.1 |
|                          |              | Singbhum                 | Chaibassa                           | 29.449                             | 29.306                        | 29.377  | 29.600                      | —                        | NSE                           | 38                | 93.2             | 72.0                            | 87.3                            | 78.0                    | 82.7                        | —    |
|                          |              | Dibrugarh                | Dibrugarh                           | 29.475                             | 29.310                        | 29.388  | 29.671                      | +0.05                    | SSE                           | 60                | 93.2             | 72.0                            | 87.3                            | 78.0                    | 82.7                        | —    |
|                          |              | Sibsagar                 | Sibsagar                            | 29.540                             | 29.280                        | 29.456  | 29.606                      | —                        | SSE                           | 53                | 93.1             | 71.9                            | 87.6                            | 77.8                    | 82.7                        | —    |
|                          |              | Tezpur                   | Tezpur                              | 29.006                             | 29.435                        | 29.511  | 29.664                      | —                        | —                             | —                 | 96.0             | 73.0                            | 90.3                            | 78.3                    | 84.3                        | —    |
| ASSAM.                   | Chota Nagpur | Kamrup                   | Gauhati                             | 29.669                             | 29.475                        | 29.575  | 29.646                      | +0.12                    | SSE                           | 106               | 90.2             | 74.2                            | 86.1                            | 78.7                    | 82.4                        | +0.1 |
|                          |              | Goalpara                 | Goalpara                            | 29.717                             | 29.576                        | 29.630  | 29.683                      | +0.12                    | E                             | 58                | 98.6             | 73.3                            | 89.7                            | 77.3                    | 83.5                        | +0.1 |
|                          |              | Cachar                   | Silchar                             | 25.112                             | 24.939                        | 25.085  | —                           | —                        | SSE                           | 46                | 79.6             | 60.0                            | 74.6                            | 64.0                    | 69.3                        | —    |
|                          |              | Khasi and Jaintia Hills. | Cherrapunji                         | 25.656                             | 25.511                        | 25.586  | —                           | —                        | SSE                           | 17                | 81.3             | 63.0                            | 73.0                            | 65.5                    | 69.3                        | —    |

(a) Mean of 30 days. | (b) Mean of 25 days. | (c) Mean of 25 days.

Report for the month of August 1902.

| DISTRICT OBSERVATIONS. |                           |                                    |                   |            |              |                      |                       |                                   |                   |              |            |                            |                                   |                         | DISTRICT. |
|------------------------|---------------------------|------------------------------------|-------------------|------------|--------------|----------------------|-----------------------|-----------------------------------|-------------------|--------------|------------|----------------------------|-----------------------------------|-------------------------|-----------|
| HUMIDITY.              | CLOUD.                    |                                    |                   | Rain-fall. | RAINFALL—    |                      |                       |                                   |                   |              |            |                            |                                   |                         |           |
|                        | Mean cloud amount, 8 A.M. | Variation from normal mean, 8 A.M. | Of month.         |            |              |                      |                       | Since 16th of May 1902.           |                   |              |            |                            |                                   |                         |           |
|                        |                           |                                    | Mean of district. |            | Normal mean. | Variation from mean. | Number of rainy days. | Normal mean number of rainy days. | Mean of district. | Normal mean. | Variation. | Mean number of rainy days. | Normal mean number of rainy days. |                         |           |
| +1                     | 7.9                       | -0.7                               | 7.65              | 7.50       | 11.76        | -4.26                | 11.00                 | 15.20                             | 27.12             | 37.13        | -10.01     | 37.00                      | 45.83                             | Burdwan.                |           |
| -                      | 4.9                       | -                                  | 8.93              | 12.34      | 11.45        | +0.89                | 16.17                 | 15.13                             | 37.18             | 39.02        | -1.84      | 47.50                      | 46.80                             | Birbhum.                |           |
| -                      | 7.0                       | -                                  | 5.31              | 6.38       | 11.89        | -4.91                | 11.80                 | 14.89                             | 21.82             | 37.69        | -15.87     | 34.00                      | 45.43                             | Bankura.                |           |
| -                      | 3.9                       | -                                  | 12.74             | 13.20      | 12.86        | +0.34                | 15.13                 | 15.24                             | 36.07             | 38.58        | -2.51      | 43.14                      | 46.30                             | Midnapore.              |           |
| -                      | -                         | -                                  | 9.56              | 12.55      | -2.99        | 13.33                | 16.67                 | 31.78                             | 35.03             | -6.25        | 46.67      | 40.04                      | 40.04                             | Hooghly.                |           |
| -                      | -                         | -                                  | 11.23             | 11.39      | -0.16        | 16.00                | 16.90                 | 35.39                             | 36.72             | -1.33        | 46.00      | 50.78                      | 50.78                             | Howrah.                 |           |
| -2                     | 7.9                       | -0.4                               | 9.98              | 11.14      | 13.29        | -2.15                | 14.67                 | 16.70                             | 34.25             | 40.18        | -5.93      | 43.28                      | 43.88                             | 24-Parganas.            |           |
| -2                     | 8.4                       | -0.4                               | 14.01             | 14.01      | 12.69        | +1.32                | 16.00                 | 15.88                             | 40.13             | 38.99        | +1.14      | 48.00                      | 54.40                             | Calcutta.               |           |
| -                      | 6.5                       | -                                  | 8.25              | 8.43       | 10.96        | -2.71                | 13.60                 | 15.00                             | 30.67             | 35.02        | -4.35      | 48.40                      | 47.63                             | Nadia.                  |           |
| 0                      | 7.4                       | -1.8                               | 13.57             | 13.21      | 10.43        | +2.76                | 12.63                 | 14.83                             | 39.46             | 34.76        | +4.70      | 47.72                      | 45.95                             | Murshidabad.            |           |
| 0                      | 6.0                       | -3.2                               | 6.62              | 8.38       | 10.67        | -2.29                | 13.00                 | 15.37                             | 33.75             | 36.77        | -3.02      | 52.40                      | 49.77                             | Jessore.                |           |
| -                      | -                         | -                                  | 9.99              | 12.32      | -2.33        | 12.60                | 16.71                 | 40.89                             | 41.66             | -0.77        | 47.30      | 52.81                      | 52.81                             | Khulna.                 |           |
| -                      | 3.1                       | -                                  | 13.91             | 11.52      | 10.35        | +1.17                | 13.17                 | 14.62                             | 42.33             | 36.42        | +5.91      | 51.67                      | 46.40                             | Rajshahi.               |           |
| -                      | 8.7                       | -                                  | 9.72              | 15.25      | 12.41        | +2.84                | 13.80                 | 15.28                             | 52.51             | 46.23        | +6.28      | 47.80                      | 48.79                             | Dinajpur.               |           |
| -                      | 5.6                       | -                                  | 20.42             | 30.17      | 26.53        | +3.64                | 20.67                 | 18.90                             | 97.08             | 35.39        | +1.69      | 70.57                      | 65.60                             | Jalpaiguri.             |           |
| -                      | (p) 9.1                   | +0.2                               | 21.20             | 26.42      | 24.04        | +1.48                | 23.67                 | 23.29                             | 87.66             | 85.14        | +2.52      | 75.83                      | 75.51                             | Darjeeling.             |           |
| +3                     | 8.4                       | -                                  | 28.06             | 30.73      | 19.28        | +11.45               | 18.60                 | 16.78                             | 97.25             | 79.75        | +17.50     | 63.20                      | 60.92                             | Cooch Behar.            |           |
| -                      | 6.3                       | -                                  | 13.80             | 14.59      | 12.58        | +2.01                | 15.00                 | 12.70                             | 52.47             | 51.00        | +1.47      | 56.12                      | 47.65                             | Ranpur.                 |           |
| -                      | 7.0                       | -                                  | 18.79             | 14.63      | 11.48        | +3.15                | 16.25                 | 14.60                             | 51.05             | 42.39        | +8.66      | 65.50                      | 49.17                             | Bogra.                  |           |
| -                      | 8.1                       | -                                  | 9.73              | 9.37       | 11.04        | -1.67                | 12.30                 | 15.20                             | 44.74             | 38.03        | +6.71      | 52.00                      | 49.19                             | Pabna.                  |           |
| -1                     | 8.9                       | +0.7                               | 10.73             | 12.43      | 12.59        | -0.11                | 16.00                 | 17.37                             | 53.33             | 43.71        | +9.62      | 59.40                      | 55.38                             | Dacca.                  |           |
| -                      | 7.3                       | -                                  | 19.10             | 16.46      | 14.06        | +1.50                | 17.25                 | 16.43                             | 68.00             | 56.23        | +11.77     | 61.63                      | 55.73                             | Mymensingh.             |           |
| -                      | 4.2                       | -                                  | 14.15             | 11.23      | 11.49        | -0.26                | 16.00                 | 15.79                             | 49.63             | 40.15        | +9.48      | 61.00                      | 51.79                             | Faridpur.               |           |
| -                      | (a) 7.4                   | -                                  | 15.11             | 14.18      | 16.21        | -2.03                | 17.00                 | 19.90                             | 77.36             | 55.94        | +21.42     | 62.57                      | 62.12                             | Backergunge.            |           |
| -                      | 6.5                       | -                                  | 15.40             | 12.12      | 12.78        | -0.66                | 14.63                 | 15.69                             | 51.58             | 46.46        | +5.12      | 54.78                      | 52.39                             | Tipperra.               |           |
| -                      | 6.0                       | -                                  | 32.20             | 23.25      | 23.92        | -0.67                | 19.25                 | 21.14                             | 87.96             | 70.29        | +11.67     | 69.75                      | 65.77                             | Noakhali.               |           |
| -2                     | 7.1                       | -0.8                               | 16.98             | 15.60      | 21.92        | -6.32                | 15.71                 | 19.26                             | 84.62             | 78.79        | +5.83      | 67.29                      | 63.51                             | Chittagong.             |           |
| -                      | -                         | -                                  | 12.76             | 16.44      | -3.68        | 20.50                | 20.53                 | 65.21                             | 62.58             | +2.62        | 74.50      | 67.41                      | 67.41                             | Chittagong Hill Tracts. |           |
| +2                     | 8.1                       | -0.1                               | 10.08             | 8.82       | 11.21        | -2.39                | 9.80                  | 13.18                             | 23.92             | 32.40        | -8.57      | 29.97                      | 36.87                             | Patna.                  |           |
| +2                     | 6.8                       | -2.2                               | 5.94              | 6.69       | 11.72        | -5.03                | 10.56                 | 13.83                             | 24.11             | 31.48        | -7.37      | 33.23                      | 36.63                             | Gaya.                   |           |
| -                      | 6.7                       | -                                  | 7.70              | 6.63       | 11.64        | -5.01                | 10.00                 | 12.90                             | 26.25             | 31.12        | -4.87      | 30.62                      | 35.48                             | Shahabad.               |           |
| -                      | 7.0                       | -                                  | 9.08              | 6.63       | 11.64        | -5.01                | 10.00                 | 12.90                             | 26.25             | 31.12        | -4.87      | 30.62                      | 35.48                             | Shahabad.               |           |
| -                      | 3.8                       | -                                  | 8.00              | 6.63       | 11.64        | -5.01                | 10.00                 | 12.90                             | 26.25             | 31.12        | -4.87      | 30.62                      | 35.48                             | Shahabad.               |           |
| -                      | 7.4                       | -                                  | 6.32              | 7.29       | 11.00        | -3.71                | 11.67                 | 12.19                             | 20.77             | 31.48        | -10.71     | 31.07                      | 34.47                             | Saran.                  |           |
| -                      | 5.1                       | -                                  | 15.48             | 12.02      | 12.81        | -0.79                | 14.00                 | 13.19                             | 36.78             | 37.44        | -0.66      | 35.50                      | 38.91                             | Chandpur.               |           |
| -                      | 4.8                       | -                                  | 9.19              | 9.87       | 11.00        | -1.13                | 11.14                 | 12.27                             | 27.81             | 31.88        | -4.07      | 30.28                      | 35.15                             | Muzaffarpur.            |           |
| +5                     | 7.4                       | +1.5                               | 8.09              | 10.19      | 12.51        | -2.32                | 12.60                 | 13.74                             | 30.50             | 33.99        | -3.49      | 34.80                      | 37.71                             | Darbhanga.              |           |
| -                      | -                         | -                                  | 6.86              | 11.41      | -4.55        | 9.90                 | 13.52                 | 23.56                             | 33.59             | -10.03       | 32.30      | 38.18                      | 38.18                             | Monghyr.                |           |
| -                      | 6.2                       | -                                  | 6.82              | 8.31       | 11.66        | -3.35                | 12.29                 | 13.53                             | 26.05             | 34.78        | -8.73      | 37.41                      | 40.22                             | Bhagalpur.              |           |
| +2                     | 5.3                       | -2.2                               | 10.80             | 13.22      | 14.18        | -1.76                | 14.85                 | 15.32                             | 42.20             | 49.21        | -7.01      | 42.13                      | 48.51                             | Purnea.                 |           |
| -                      | 5.7                       | -                                  | 8.48              | 8.48       | 11.07        | -2.64                | 12.00                 | 14.69                             | 31.37             | 37.07        | -5.70      | 41.50                      | 46.36                             | Madia.                  |           |
| -                      | 8.1                       | -                                  | 9.46              | 7.88       | 11.66        | -3.78                | 12.24                 | 15.60                             | 34.53             | 35.09        | -1.16      | 41.46                      | 45.33                             | Sonthal Fergana.        |           |
| +1                     | 6.3                       | -1.2                               | 14.83             | 12.30      | 12.77        | -0.38                | 13.13                 | 15.51                             | 40.42             | 37.33        | +3.09      | 40.26                      | 43.46                             | Cuttack.                |           |
| 0                      | 8.0                       | 0                                  | 15.04             | 15.04      | 15.04        | 0.00                 | 15.04                 | 15.04                             | 15.04             | 15.04        | 0.00       | 15.04                      | 15.04                             | Cuttack.                |           |
| -                      | 5.4                       | -                                  | 11.08             | 9.71       | 11.86        | -2.15                | 13.57                 | 15.16                             | 34.65             | 36.50        | -1.85      | 44.57                      | 44.12                             | Balasore.               |           |
| -                      | 6.6                       | -                                  | 17.28             | 15.40      | 12.21        | +3.09                | 18.13                 | 14.69                             | 40.80             | 33.63        | +7.17      | 43.17                      | 39.54                             | Puri.                   |           |
| -                      | 4.8                       | -                                  | 9.38              | 9.38       | 9.38         | 0.00                 | 9.38                  | 9.38                              | 9.38              | 9.38         | 0.00       | 9.38                       | 9.38                              | Puri.                   |           |
| -3                     | 9.5                       | +0.1                               | 6.71              | 7.17       | 12.58        | -5.41                | 12.50                 | 16.51                             | 25.37             | 36.61        | -11.24     | 37.17                      | 45.09                             | Hazaribagh.             |           |
| -                      | 7.5                       | -                                  | 11.59             | 10.65      | 13.31        | -2.66                | 15.80                 | 16.91                             | 29.37             | 38.34        | -8.97      | 40.80                      | 46.95                             | Ranchi.                 |           |
| -                      | 4.6                       | -                                  | 4.98              | 5.45       | 13.42        | -7.97                | 10.50                 | 14.91                             | 19.88             | 34.83        | -14.95     | 28.0                       | 40.19                             | Palamau.                |           |
| -                      | 5.5                       | -                                  | 10.57             | 9.20       | 12.55        | -3.35                | 15.00                 | 16.27                             | 27.54             | 36.75        | -9.21      | 40.53                      | 46.27                             | Manbhum.                |           |
| -                      | 4.7                       | -                                  | 6.76              | 7.17       | 14.66        | -7.39                | 12.07                 | 17.02                             | 33.46             | 42.31        | -8.86      | 42.17                      | 45.93                             | Singhbhum.              |           |
| -                      | 7.5                       | -                                  | 20.14             | 20.14      | 20.14        | 0.00                 | 20.14                 | 20.14                             | 20.14             | 20.14        | 0.00       | 20.14                      | 20.14                             | Singhbhum.              |           |
| +4                     | 8.9                       | -0.1                               | 20.47             | 20.47      | 20.47        | 0.00                 | 20.47                 | 20.47                             | 20.47             | 20.47        | 0.00       | 20.47                      | 20.47                             | Singhbhum.              |           |
| -                      | 7.9                       | -                                  | 15.79             | 15.79      | 15.79        | 0.00                 | 15.79                 | 15.79                             | 15.79             | 15.79        | 0.00       | 15.79                      | 15.79                             | Singhbhum.              |           |
| -                      | 7.9                       | -                                  | 9.65              | 9.65       | 9.65         | 0.00                 | 9.65                  | 9.65                              | 9.65              | 9.65         | 0.00       | 9.65                       | 9.65                              | Singhbhum.              |           |
| -4                     | 7.1                       | -0.3                               | 23.78             | 23.78      | 23.78        | 0.00                 | 23.78                 | 23.78                             | 23.78             | 23.78        | 0.00       | 23.78                      | 23.78                             | Singhbhum.              |           |
| -1                     | 8.9                       | +0.5                               | 19.76             | 19.76      | 19.76        | 0.00                 | 19.76                 | 19.76                             | 19.76             | 19.76        | 0.00       | 19.76                      | 19.76                             | Singhbhum.              |           |
| -                      | 6.3                       | -                                  | 26.86             | 26.86      | 26.86        | 0.00                 | 26.86                 | 26.86                             | 26.86             | 26.86        | 0.00       | 26.86                      | 26.86                             | Singhbhum.              |           |
| -                      | 8.1                       | -                                  | 84.33             | 84.33      | 84.33        | 0.00                 | 84.33                 | 84.33                             | 84.33             | 84.33        | 0.00       | 84.33                      | 84.33                             | Singhbhum.              |           |

(g) Mean of 21 days. | (p) Mean of 17 days. | (h) Mean of 18 days. | (f) Mean of 29 days.



Table of Rainfall recorded at stations

| Meteorological Division. | Division.   | District.             | Station.      | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18    | 19   | 20   |     |
|--------------------------|-------------|-----------------------|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|------|-----|
| SOUTH-WEST BENGAL.       | Burdwan.    | Burdwan               | Kaina         | ...  | 0.02 | 0.18 | 0.05 | 0.02 | ...  | ...  | ...  | 0.03 | ...  | 1.95 | 0.10 | 0.02 | ...  | ...  | ...  | ...  | ...   | 0.20 | ...  |     |
|                          |             |                       | Burdwan       | 0.74 | 0.01 | 0.02 | 0.08 | ...  | ...  | 0.01 | 0.06 | 0.01 | 0.13 | 1.08 | 0.05 | ...  | ...  | 0.01 | 0.29 | ...  | ...   | 0.06 | ...  |     |
|                          |             |                       | Katwa         | ...  | 0.04 | ...  | ...  | ...  | ...  | 0.03 | 0.07 | ...  | 0.21 | 2.31 | 0.22 | ...  | ...  | 0.09 | ...  | ...  | 0.74  | ...  |      |     |
|                          |             |                       | Raniganj      | 0.28 | 0.14 | 0.47 | 0.09 | 0.02 | 0.10 | 0.03 | 0.10 | 0.16 | 0.91 | 1.34 | 0.02 | ...  | 0.14 | ...  | 0.11 | 1.48 | ...   | 0.17 | ...  |     |
|                          |             |                       | Mankur        | ...  | ...  | 0.03 | 1.15 | ...  | ...  | ...  | ...  | ...  | 2.61 | 0.93 | ...  | 0.09 | 1.55 | 0.16 | ...  | ...  | 0.12  | ...  |      |     |
|                          |             | Birbham               | Sari          | 0.60 | 1.65 | 1.80 | 0.15 | 0.47 | 0.12 | 0.10 | 0.28 | ...  | 0.15 | 1.70 | 0.25 | 0.32 | 0.68 | ...  | 0.12 | 1.80 | ...   | 0.20 | ...  |     |
|                          |             |                       | Hatampur      | 0.13 | 1.63 | 1.19 | 0.99 | 0.22 | 0.41 | 0.21 | ...  | 0.79 | 0.68 | 1.25 | 0.07 | ...  | 0.73 | ...  | 4.50 | 0.71 | 0.14  | ...  |      |     |
|                          |             |                       | Rampur Hat    | 0.09 | 0.05 | 2.04 | ...  | 0.03 | 0.32 | ...  | ...  | 0.23 | 1.05 | 3.75 | 0.12 | 0.40 | 0.64 | ...  | 0.80 | 0.06 | ...   | ...  |      |     |
|                          |             |                       | Bolpur        | ...  | 0.06 | 0.34 | 0.05 | 0.37 | 0.43 | ...  | ...  | ...  | 0.48 | 1.75 | 0.15 | ...  | 0.75 | ...  | ...  | ...  | ...   | ...  |      |     |
|                          |             |                       | Murari        | 0.22 | ...  | 0.06 | ...  | 0.09 | 1.96 | ...  | ...  | 0.67 | 1.07 | 2.23 | 0.16 | 0.36 | 0.27 | 0.29 | ...  | ...  | 0.31  | ...  |      |     |
| SOUTH-EAST BENGAL.       | Presidency. | Hankura               | Lalpur        | ...  | 0.20 | 0.06 | 0.82 | 0.03 | 2.06 | 1.27 | 0.05 | 0.15 | 2.25 | 3.74 | 0.10 | 0.29 | 0.89 | ...  | 0.05 | ...  | ...   | 0.20 | ...  |     |
|                          |             |                       | Hankura       | 0.21 | 0.02 | 0.35 | 0.16 | 0.10 | ...  | ...  | ...  | ...  | 0.80 | 0.02 | ...  | ...  | ...  | ...  | ...  | ...  | 0.06  | 0.11 | ...  |     |
|                          |             |                       | Vishnupur     | 0.43 | 0.30 | 0.13 | 0.76 | 0.24 | ...  | 0.04 | ...  | ...  | 0.80 | 0.78 | ...  | 0.62 | 0.90 | ...  | 0.21 | ...  | 0.24  | 1.48 | ...  |     |
|                          |             |                       | Maliara       | 0.16 | 0.34 | 0.73 | ...  | ...  | ...  | ...  | ...  | 0.31 | 1.11 | 0.67 | ...  | ...  | ...  | ...  | 0.34 | ...  | 0.13  | 1.20 | ...  |     |
|                          |             |                       | Khatra        | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0.11 | 0.34 | ...  | ...  | ...  | ...  | ...  | ...  | 0.37  | 0.46 | ...  |     |
|                          |             | Midnapore             | Indas         | 0.38 | 0.01 | ...  | 0.12 | 0.79 | ...  | 0.19 | ...  | ...  | 0.13 | 0.79 | ...  | 0.18 | 0.82 | 1.07 | 1.19 | ...  | 0.73  | ...  | ...  |     |
|                          |             |                       | Kotalpur      | 0.40 | ...  | ...  | 1.31 | ...  | ...  | ...  | ...  | 1.10 | 1.15 | 0.75 | ...  | ...  | 1.95 | 0.34 | ...  | 0.08 | 0.04  | 0.10 | ...  |     |
|                          |             |                       | Onda          | ...  | 0.17 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0.46 | 0.62 | ...  | ...  | ...  | ...  | 0.11 | ...  | 0.48  | ...  | ...  |     |
|                          |             |                       | Gangajalghati | ...  | ...  | 1.62 | ...  | 0.83 | ...  | ...  | ...  | ...  | 0.10 | ...  | 0.92 | ...  | ...  | ...  | ...  | ...  | 0.10  | ...  | ...  |     |
|                          |             |                       | Raipur        | ...  | ...  | ...  | 0.70 | ...  | ...  | 1.15 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0.10  | ...  | ...  |     |
| Presidency.              | Hooghly     | Sonamukhi             | ...           | 0.09 | 0.25 | ...  | 0.71 | ...  | 0.25 | ...  | ...  | ...  | 1.68 | 0.43 | ...  | ...  | ...  | ...  | ...  | 0.23 | ...   | ...  |      |     |
|                          |             | Contai                | ...           | ...  | 0.40 | 0.27 | ...  | ...  | ...  | 0.08 | 0.73 | 0.70 | 0.11 | 0.36 | 1.37 | ...  | ...  | ...  | ...  | 0.15 | 0.01  | ...  |      |     |
|                          |             | Tamluk                | ...           | ...  | 0.20 | 1.87 | ...  | ...  | ...  | ...  | 0.09 | 0.02 | ...  | 0.22 | ...  | ...  | ...  | 0.19 | ...  | ...  | 0.34  | 0.52 | ...  |     |
|                          |             | Midnapore             | ...           | 0.72 | 0.82 | 1.47 | ...  | ...  | ...  | 0.14 | 0.03 | 0.17 | 0.68 | 0.46 | 0.07 | ...  | 0.06 | ...  | ...  | 0.08 | 0.68  | 0.80 | ...  |     |
|                          |             | Ghatat                | ...           | 1.44 | 0.48 | 0.06 | 0.81 | ...  | 0.06 | ...  | ...  | 0.08 | 0.16 | 0.32 | ...  | 0.51 | 1.10 | ...  | ...  | 0.22 | 0.61  | ...  |      |     |
|                          | Howrah      | Kukrahaty             | ...           | ...  | 0.79 | 0.29 | ...  | ...  | ...  | ...  | 0.10 | 0.60 | ...  | 0.08 | 0.07 | ...  | 0.75 | ...  | ...  | 0.0  | 0.65  | 0.81 | ...  |     |
|                          |             | Garhbeta              | ...           | ...  | ...  | 1.05 | 1.06 | ...  | 0.10 | ...  | 0.17 | 0.06 | 0.66 | 0.27 | 0.56 | 0.42 | ...  | 0.45 | ...  | 0.55 | 0.15  | ...  |      |     |
|                          |             | Panskura              | 0.05          | 0.06 | 2.40 | 2.71 | 0.82 | ...  | ...  | ...  | 1.10 | 0.56 | ...  | 1.14 | 0.10 | ...  | 1.37 | 0.28 | ...  | 0.70 | 0.70  | ...  |      |     |
|                          |             | Dantan                | ...           | ...  | 0.30 | 1.10 | 1.40 | ...  | ...  | 1.00 | ...  | ...  | 1.04 | 0.74 | 0.94 | 0.93 | ...  | ...  | ...  | 0.04 | 0.53  | ...  |      |     |
|                          |             | Serampore             | 0.22          | ...  | 1.04 | 0.23 | ...  | ...  | ...  | ...  | ...  | ...  | 1.72 | 2.04 | 0.08 | 0.22 | ...  | ...  | ...  | ...  | 0.55  | 0.80 |      |     |
| Presidency.              | 24-Parganas | Hooghly               | 0.04          | ...  | 0.35 | ...  | 0.23 | ...  | ...  | ...  | ...  | 0.19 | ...  | 1.51 | 0.28 | ...  | ...  | ...  | ...  | ...  | 0.64  | 0.30 | ...  |     |
|                          |             | Arambagh (Jahanabad). | 0.01          | ...  | ...  | 0.28 | 0.03 | ...  | ...  | ...  | ...  | 0.03 | ...  | 1.06 | 0.06 | 0.01 | 0.05 | 0.15 | 0.01 | ...  | 0.72  | 0.46 | ...  |     |
|                          |             | Howrah                | 2.10          | ...  | 2.26 | 0.16 | ...  | ...  | ...  | ...  | 0.15 | 0.07 | ...  | 1.85 | 0.47 | ...  | ...  | ...  | 0.16 | ...  | 0.52  | 0.07 | ...  |     |
|                          |             | Mohesra               | ...           | ...  | 0.29 | 0.13 | 0.42 | ...  | ...  | ...  | 0.35 | ...  | 0.02 | 0.49 | 0.45 | ...  | ...  | 0.20 | ...  | ...  | 0.17  | 1.06 | ...  |     |
|                          |             | Uluberia              | ...           | ...  | 0.10 | 1.85 | 0.19 | ...  | 0.18 | 0.12 | ...  | ...  | 0.72 | 0.19 | 0.25 | ...  | ...  | ...  | 0.32 | 0.15 | 0.90  | ...  |      |     |
|                          | Nadia       | Amra                  | 0.05          | 0.03 | ...  | 0.11 | 1.76 | ...  | ...  | ...  | ...  | 0.01 | ...  | 1.55 | 0.23 | 0.40 | 0.01 | 0.45 | ...  | ...  | 0.75  | 1.91 | ...  |     |
|                          |             | Saugor Island         | ...           | ...  | 0.50 | 0.23 | ...  | ...  | 0.06 | 0.42 | 0.05 | 0.12 | 0.91 | 0.76 | ...  | ...  | ...  | ...  | 0.17 | 0.05 | 0.13  | 0.08 | ...  |     |
|                          |             | Diamond Harbour.      | ...           | ...  | 0.64 | 0.44 | 0.09 | ...  | ...  | 0.28 | 0.31 | 0.40 | 0.94 | 0.05 | ...  | 0.35 | ...  | ...  | 0.24 | 0.35 | 0.13  | ...  |      |     |
|                          |             | Budge-Budge           | ...           | ...  | ...  | 1.95 | ...  | ...  | ...  | 0.04 | 0.17 | ...  | 1.34 | 0.17 | ...  | ...  | ...  | ...  | ...  | ...  | 0.21  | ...  | ...  |     |
|                          |             | Canning Town          | ...           | 0.13 | ...  | ...  | 0.26 | ...  | ...  | ...  | 0.06 | 0.55 | 3.01 | 0.26 | ...  | ...  | 2.41 | ...  | 0.56 | ...  | 0.27  | 0.58 | ...  |     |
| Presidency.              | Murshidabad | Alipore (Obay.)       | 0.64          | ...  | 0.86 | 0.32 | 0.05 | 0.02 | ...  | 0.14 | 0.04 | 0.01 | 2.71 | 0.34 | 0.17 | 0.07 | ...  | ...  | 0.03 | ...  | 0.36  | 1.32 | ...  |     |
|                          |             | Barrackpore           | ...           | ...  | 0.65 | 0.27 | ...  | ...  | ...  | ...  | ...  | ...  | 2.25 | 0.30 | 0.15 | ...  | ...  | ...  | ...  | ...  | 0.75  | 0.91 | ...  |     |
|                          |             | Dum-Dum               | 0.89          | ...  | ...  | 0.12 | ...  | ...  | ...  | ...  | 0.13 | ...  | 1.92 | ...  | ...  | ...  | ...  | 0.14 | ...  | ...  | 0.09  | 0.95 | ...  |     |
|                          |             | Barasat               | 0.89          | ...  | 0.10 | 3.82 | ...  | 0.09 | ...  | ...  | 0.68 | ...  | 1.59 | 0.52 | 0.06 | ...  | 0.19 | ...  | ...  | ...  | 0.55  | 0.51 | ...  |     |
|                          |             | Basirhat              | ...           | 0.96 | ...  | 0.13 | ...  | 0.35 | 0.48 | ...  | 0.16 | 0.18 | 1.25 | 1.20 | ...  | 0.52 | ...  | ...  | ...  | ...  | 0.49  | 0.95 | ...  |     |
|                          | Jessore     | Ranaghat              | 1.85          | 0.20 | 0.70 | 0.55 | 0.20 | ...  | ...  | ...  | ...  | ...  | ...  | 2.60 | 0.02 | ...  | ...  | ...  | ...  | ...  | 0.82  | 0.90 | ...  |     |
|                          |             | Krishnagar            | ...           | 0.03 | 0.04 | 2.24 | ...  | 0.19 | 0.01 | 0.28 | ...  | 0.02 | 0.14 | 2.06 | 0.53 | 0.27 | ...  | ...  | ...  | ...  | 0.35  | 0.90 | ...  |     |
|                          |             | Obudanga              | 0.16          | 1.99 | 0.93 | 1.18 | 0.13 | ...  | ...  | ...  | 0.10 | ...  | 1.53 | 0.03 | 0.21 | 0.06 | ...  | ...  | 0.10 | 0.34 | 0.60  | ...  |      |     |
|                          |             | Meherpur              | 0.75          | ...  | ...  | 2.10 | ...  | ...  | ...  | 0.02 | 0.03 | 0.10 | 2.15 | 0.03 | 0.02 | ...  | ...  | ...  | ...  | 0.33 | 0.13  | ...  |      |     |
|                          |             | Kushtia               | 0.60          | 0.27 | 0.04 | 0.30 | ...  | 0.25 | ...  | ...  | ...  | 0.12 | 0.02 | 2.71 | 0.10 | 0.13 | 1.25 | 0.01 | ...  | ...  | 0.40  | 0.07 | ...  |     |
| Presidency.              | Khulna      | Kandi                 | 0.42          | 0.39 | 0.01 | 0.94 | 0.23 | ...  | ...  | 0.02 | 0.27 | 3.10 | 5.19 | 0.10 | 0.08 | 0.04 | ...  | ...  | ...  | ...  | 0.16  | 0.02 | ...  |     |
|                          |             | Berhampore            | 1.02          | 0.64 | ...  | 0.10 | 0.93 | ...  | ...  | ...  | 0.03 | 1.22 | 4.25 | 0.08 | 0.13 | ...  | ...  | ...  | ...  | 0.16 | 2.21  | 0.90 | ...  |     |
|                          |             | Lalbah                | ...           | 0.09 | ...  | ...  | 0.17 | ...  | ...  | ...  | 0.22 | 1.50 | 5.50 | ...  | 0.10 | ...  | ...  | ...  | ...  | ...  | 11.95 | 0.90 | ...  |     |
|                          |             | Asimganj              | 1.54          | 1.32 | ...  | ...  | 0.23 | ...  | ...  | ...  | 0.24 | 1.62 | 4.67 | 0.13 | 0.88 | 0.02 | ...  | ...  | ...  | ...  | 0.40  | 0.04 | ...  |     |
|                          |             | Jangipur              | ...           | 0.90 | ...  | ...  | 0.19 | 1.20 | ...  | ...  | ...  | 2.82 | 0.67 | 2.18 | 0.25 | ...  | ...  | ...  | 1.91 | ...  | ...   | ...  | ...  |     |
|                          | Dinajpur    | Lalgaon               | 0.20          | 0.13 | 0.12 | 0.30 | 0.25 | 0.50 | ...  | ...  | 1.86 | 1.92 | 3.52 | ...  | ...  | ...  | ...  | ...  | 0.52 | ...  | 0.32  | ...  | ...  |     |
|                          |             | Akriganj              | 0.26          | 1.07 | 0.04 | ...  | ...  | 0.88 | ...  | ...  | ...  | 1.44 | 3.78 | 0.08 | 0.56 | ...  | ...  | ...  | ...  | ...  | 0.25  | 1.20 | ...  |     |
|                          |             | Patkabari             | ...           | 0.08 | 0.50 | ...  | ...  | ...  | ...  | ...  | ...  | 1.10 | 5.39 | 0.25 | ...  | ...  | ...  | ...  | ...  | ...  | 0.05  | 0.61 | ...  |     |
|                          |             | Dumkal                | ...           | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...   | ...  | ...  |     |
|                          |             | Narail                | 0.01          | ...  | 0.45 | 0.53 | 0.02 | ...  | ...  | ...  | 0.12 | 0.79 | 0.76 | 0.13 | 1.28 | 0.05 | 0.03 | ...  | ...  | ...  | 0.31  | 0.07 | ...  |     |
| SOUTH-EAST BENGAL.       | Rajshahi.   | Rajshahi              | Jessore       | 0.25 | ...  | 0.92 | 3.25 | 0.09 | 0.55 | ...  | ...  | 0.17 | 0.60 | 0.10 | 1.56 | 0.42 | 0.33 | ...  | ...  | ...  | 0.13  | 0.05 | ...  |     |
|                          |             |                       | Jhenida       | ...  | 2.45 | 0.15 | ...  | ...  | 0.02 | ...  | ...  | 0.02 | ...  | 4.25 | 0.17 | 0.70 | 0.04 | ...  | ...  | ...  | ...   | 0.25 | 0.05 | ... |
|                          |             |                       | Magura        | 0.08 | 0.28 | 0.29 | 0.24 | ...  | ...  | ...  | ...  | 0.03 | 0.15 | 3.00 | 1.17 | 0.98 | 0.00 | 0.04 | 0.63 | ...  | 0.52  | 0.03 | ...  |     |
|                          |             |                       | Bagan         | 0.03 | ...  | 1.30 | ...  | 0.19 | 0.12 | ...  | ...  | ...  | 0.21 | ...  | 1.14 | 0.56 | 0.15 | ...  | 0.29 | ...  | 0.52  | 0.03 | ...  |     |
|                          |             |                       | Satkhira      | 3.00 | ...  | ...  | 0.45 | 0.05 | 0.54 | ...  | 0.07 | ...  | 2.00 | 3.27 | 1.04 | ...  | ...  | 1.06 | 0.16 | ...  | 1.07  | 0.02 | ...  |     |
|                          |             | Dinajpur              | Bagerhat      | ...  | ...  | ...  | 0.22 | ...  | 0.06 | ...  | 0.03 | ...  | 0.32 | 0.02 | 3.46 | 1.08 | 1.45 | 0.40 | ...  | ...  | ...   | 0.04 | 0.03 | ... |
|                          |             |                       | Khulna        | ...  | 0.06 | 0.43 | 0.07 | 0.28 | 0.10 | ...  | ...  | 0.30 | 0.20 | 2.50 | 1.10 | 0.15 | 2.72 | 0.03 | ...  | ...  | ...   | 0.33 | 0.07 | ... |
|                          |             |                       | Kaliganj      | ...  | ...  | 1.15 | ...  | 0.08 | ...  | ...  | ...  | 0.09 | 0.32 | 2.10 | 1.42 | ...  | 0.29 | ...  | ...  | 0.32 | ...   | 0.28 | 0.07 | ... |
|                          |             |                       | Nakipur       | ...  | ...  | ...  | 0.77 | ...  | ...  | ...  | ...  | ...  | 0.62 | 2.05 | 0.58 | 0.80 | ...  | ...  | ...  | ...  | 0.98  | ...  | 0.06 | ... |
|                          |             |                       | Dumuria       | 0.65 | ...  | 0.77 | 0.23 | ...  | 0.22 | ...  | ...  | 0.30 | 3.40 | 2.33 | 0.11 | 0.15 | 0.30 | ...  | ...  | 0.35 | 0.22  | ...  | 0.06 | ... |



in Bengal in August 1902.

| Station.           | District.    | Division. | Meteorological Division. |
|--------------------|--------------|-----------|--------------------------|
| Kalna              | Burdwan.     |           |                          |
| Burdwan.           |              |           |                          |
| Katwa.             |              |           |                          |
| Raniganj.          |              |           |                          |
| Mankur.            |              |           |                          |
| Suri               | Birbhum.     |           |                          |
| Hetaupur.          |              |           |                          |
| Rampur Hat.        |              |           |                          |
| Bolpur.            |              |           |                          |
| Murari.            |              |           |                          |
| Lalpur.            |              |           |                          |
| Bankura            | Bankura.     |           |                          |
| Vishnupur.         |              |           |                          |
| Maliara.           |              |           |                          |
| Khajra.            |              |           |                          |
| Indas.             |              |           |                          |
| Kotalpur.          |              |           |                          |
| Onda.              |              |           |                          |
| Gangajalghati.     |              |           |                          |
| Kalpur.            |              |           |                          |
| Sonamukhi.         |              |           |                          |
| Contai             | Midnapore.   |           |                          |
| Tamluk.            |              |           |                          |
| Midnapore.         |              |           |                          |
| Ghatol.            |              |           |                          |
| Kukrahaty.         |              |           |                          |
| Garhbeta.          |              |           |                          |
| Panskura.          |              |           |                          |
| Dantan.            |              |           |                          |
| Serampore          | Hooghly.     |           |                          |
| Hooghly.           |              |           |                          |
| Araon (Jahanabad). |              |           |                          |
| Howrah             |              |           |                          |
| Mohesreka          |              |           |                          |
| Ulubaria.          |              |           |                          |
| Amra.              |              |           |                          |
| Saugor Island      | 24-Parganas. |           |                          |
| Diamond Harbour.   |              |           |                          |
| Budge-Budge.       |              |           |                          |
| Onning Town.       |              |           |                          |
| Alipore (Obay.)    |              |           |                          |
| Barrackpore.       |              |           |                          |
| Dum-Dum.           |              |           |                          |
| Barasat.           |              |           |                          |
| Basirhat.          |              |           |                          |
| Ranaghat           | Nadia.       |           |                          |
| Krishnagar.        |              |           |                          |
| Chundanga.         |              |           |                          |
| Meherpur.          |              |           |                          |
| Kushtia.           |              |           |                          |
| Kandi              | Murshidabad. |           |                          |
| Berhampore.        |              |           |                          |
| Lalbach.           |              |           |                          |
| Azinganj.          |              |           |                          |
| Jangipar.          |              |           |                          |
| Lakola.            |              |           |                          |
| Akrigani.          |              |           |                          |
| Patkabari.         |              |           |                          |
| Dumkal.            |              |           |                          |
| Narnail            | Jessore.     |           |                          |
| Jessore.           |              |           |                          |
| Jhenidah.          |              |           |                          |
| Magura.            |              |           |                          |
| Bangaon.           |              |           |                          |
| Satkhira           | Khutna.      |           |                          |
| Bagerhat.          |              |           |                          |
| Khutna.            |              |           |                          |
| Kaliganj.          |              |           |                          |
| Nakipur.           |              |           |                          |
| Dumuria.           |              |           |                          |
| Rampal.            |              |           |                          |
| Kalaoa.            |              |           |                          |
| Paikgacha.         |              |           |                          |
| Mollahat.          |              |           |                          |
| Moreganj.          |              |           |                          |
| Tala.              |              |           |                          |
| Boalia             | Rajshahi.    |           |                          |
| Nator.             |              |           |                          |
| Lalpur.            |              |           |                          |
| Manda.             |              |           |                          |
| Mahadebpur.        |              |           |                          |
| Nithpur            | Dinajpur.    |           |                          |
| Nawabganj.         |              |           |                          |
| Gangarampur.       |              |           |                          |
| Churaman.          |              |           |                          |
| Raiganj.           |              |           |                          |
| Dinajpur.          |              |           |                          |
| Balughat.          |              |           |                          |
| Thakurgaon.        |              |           |                          |
| Setabganj.         |              |           |                          |
| Ramganj.           |              |           |                          |
| Atwari.            |              |           |                          |
| Birganj.           |              |           |                          |
| Parbatipur.        |              |           |                          |

Table of Rainfall recorded at stations

| Division.               | District.      | Station.      | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10    | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   |
|-------------------------|----------------|---------------|------|------|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|
| NORTH BENGAL—continued. | Jalpaiguri     | Jalpaiguri    | 0.07 | 2.60 | 0.70 | 0.70 | 0.20 | ...  | ...  | 0.15 | 0.29 | 1.05  | 5.00 | 0.70 | ...  | 1.43 | 0.10 | 1.04 | 2.40 | 0.24 | 0.14 | ...  |
|                         |                | Alipur Duar   | ...  | 1.91 | 1.08 | 1.31 | 0.79 | ...  | ...  | 0.15 | ...  | 5.39  | 3.65 | ...  | 1.02 | 1.54 | 1.43 | 1.07 | 2.16 | 0.38 | ...  | 0.14 |
|                         |                | Falakata      | ...  | 0.60 | 0.50 | 1.00 | ...  | ...  | ...  | 0.75 | 0.39 | 3.96  | 3.15 | 0.59 | 0.40 | 1.20 | 0.03 | 3.45 | 7.06 | 0.25 | 0.10 | ...  |
|                         |                | Debiganj      | 0.82 | 0.71 | 1.83 | 0.40 | 0.05 | 0.01 | 0.14 | 0.24 | 0.18 | 3.41  | 1.86 | 0.82 | 0.41 | 0.32 | 0.52 | 1.35 | 0.03 | 0.06 | 0.43 | ...  |
|                         |                | Bhagatpur     | ...  | 0.25 | 2.85 | 0.42 | 1.75 | 0.30 | 0.35 | 2.00 | 0.18 | 2.28  | 4.43 | 1.37 | 0.08 | 0.35 | ...  | ...  | 1.70 | 0.02 | ...  | ...  |
|                         | Darjeeling     | (Nagrakatta). | 0.36 | 1.77 | 0.07 | 0.63 | 1.62 | 1.05 | 0.00 | 7.07 | 2.60 | 9.09  | 3.85 | 1.26 | 0.40 | 4.20 | 0.04 | 0.14 | 0.24 | 0.21 | 3.97 | 0.18 |
|                         |                | Bosa          | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...   | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                         |                | Kalchini      | 0.14 | 1.45 | 0.08 | 0.36 | ...  | ...  | 2.40 | 2.29 | 5.56 | 5.47  | 0.26 | 1.02 | 1.06 | ...  | 0.43 | 5.51 | 0.15 | 1.06 | ...  | ...  |
|                         |                | Siliguri      | 0.35 | 0.40 | 1.00 | 0.17 | 0.04 | ...  | ...  | 0.27 | 0.13 | 0.55  | 0.00 | 2.50 | 0.04 | ...  | 1.00 | ...  | 3.72 | 0.16 | 0.25 | ...  |
|                         |                | Darjeeling    | 0.19 | 1.81 | 0.65 | 1.12 | 0.67 | 0.14 | 0.32 | 0.79 | 0.12 | 1.01  | 7.91 | 1.35 | 0.17 | 0.11 | 0.04 | 0.24 | 0.30 | 0.08 | 0.37 | ...  |
| Tibet                   | Kalimpong      | 0.61          | 0.75 | 0.44 | 0.02 | 0.07 | 0.12 | ...  | 0.52 | 0.34 | 0.96 | 4.80  | 1.79 | 0.01 | ...  | 0.23 | ...  | 0.40 | 0.25 | 0.53 | ...  |      |
|                         | Mongpo         | 0.09          | 2.05 | 1.38 | 0.72 | 0.12 | 0.43 | 0.05 | 1.38 | 0.33 | 1.20 | 9.06  | 4.00 | 0.33 | 0.26 | ...  | ...  | 1.08 | 0.08 | 0.50 | ...  |      |
|                         | Kurseong       | 0.20          | 0.16 | 0.84 | 0.34 | 0.45 | 1.54 | ...  | 1.74 | 1.58 | 0.55 | 13.25 | 2.78 | 0.12 | 0.16 | 0.15 | 0.22 | 1.78 | 0.70 | 2.35 | ...  |      |
|                         | Pedong         | 0.27          | 0.45 | 0.25 | 0.50 | 0.15 | 0.61 | 0.65 | 0.08 | 0.07 | 0.53 | 1.59  | 0.54 | 0.20 | 0.30 | 0.71 | 0.25 | 0.64 | 0.72 | 0.79 | ...  |      |
|                         | Yatung         | 0.18          | 0.02 | 1.28 | 1.43 | 0.43 | 0.05 | 0.02 | 0.38 | 0.10 | 0.51 | 1.91  | 0.72 | 0.04 | 0.06 | 0.32 | 0.26 | 0.09 | 0.53 | 0.35 | ...  |      |
| Cooch Behar             | Dinhatia       | 0.54          | 1.18 | 1.12 | 0.12 | 0.11 | ...  | ...  | ...  | 1.05 | 3.29 | 4.48  | 2.26 | 1.35 | 0.15 | 5.09 | 1.57 | 1.14 | 0.43 | ...  | ...  |      |
|                         | Cooch Behar    | ...           | 1.06 | 0.45 | ...  | 0.05 | ...  | 0.37 | 1.34 | 0.45 | 3.66 | 6.92  | 2.58 | 1.30 | 0.60 | 4.75 | 1.15 | 1.85 | 0.44 | 0.47 | ...  |      |
|                         | Mickliganj     | 0.31          | 0.35 | 0.50 | 1.55 | 0.10 | ...  | ...  | 1.58 | 1.63 | 5.50 | 4.86  | 1.08 | 0.39 | 0.18 | 0.10 | 1.00 | 7.00 | 0.20 | ...  | ...  |      |
|                         | Muthaburga     | 0.45          | 2.08 | 1.40 | 1.11 | 0.85 | ...  | 0.42 | 4.05 | 0.39 | 2.52 | 7.42  | 2.07 | 0.43 | 0.34 | 1.42 | 0.42 | 2.77 | 0.41 | 0.73 | ...  |      |
|                         | Pulbari        | ...           | 1.56 | 0.72 | ...  | 0.25 | ...  | 3.51 | 0.03 | 3.08 | 2.75 | 9.57  | 3.37 | 0.06 | 0.86 | 2.65 | 3.43 | 4.43 | 0.75 | 0.86 | ...  |      |
| Rangpur                 | Bhawaniganj    | ...           | 1.06 | 0.45 | ...  | ...  | 0.06 | 0.04 | 0.02 | 0.23 | 3.14 | 1.99  | 1.08 | 0.16 | 1.23 | 0.03 | 0.33 | ...  | 0.12 | 0.02 | ...  |      |
|                         | (Gaibandha)    | ...           | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...   | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |
|                         | Rangpur        | 0.32          | 0.32 | 0.19 | 0.38 | ...  | 0.10 | 0.59 | 0.59 | 0.90 | 1.46 | 1.04  | 5.43 | 0.05 | 0.40 | 2.50 | 0.05 | 0.86 | 0.02 | ...  | ...  |      |
|                         | Peerganj       | 1.63          | 0.22 | 0.72 | 0.50 | ...  | 0.32 | ...  | ...  | ...  | 3.06 | 2.60  | 1.02 | 0.12 | 0.42 | 0.10 | 1.16 | ...  | 1.02 | ...  | ...  |      |
|                         | Koriganj       | 0.12          | 0.05 | 0.40 | ...  | ...  | 0.01 | 0.02 | 0.10 | 4.93 | 2.40 | 5.99  | 0.36 | 0.17 | 2.80 | 0.08 | 0.05 | 1.20 | ...  | 0.13 | ...  |      |
| Bogra                   | Gobindganj     | 1.80          | 0.82 | 0.40 | ...  | ...  | 0.39 | ...  | ...  | ...  | 5.05 | 1.20  | 2.11 | 0.02 | 0.19 | 0.38 | ...  | 1.08 | ...  | 0.71 | ...  |      |
|                         | Badogra        | 0.00          | 0.59 | 2.30 | 0.29 | 0.53 | 0.47 | 0.53 | 0.55 | 0.34 | 1.15 | 1.10  | 0.62 | 0.82 | 0.67 | 0.09 | 0.11 | ...  | 0.39 | 0.26 | ...  |      |
|                         | (Nilphamari)   | ...           | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...   | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |
|                         | Ulipur         | ...           | 1.07 | 0.08 | ...  | 0.15 | ...  | ...  | ...  | 0.15 | 4.48 | 1.60  | 5.30 | ...  | 0.72 | 2.10 | 0.25 | ...  | 1.10 | ...  | ...  |      |
|                         | Sunderganj     | 0.29          | ...  | 0.36 | 0.71 | ...  | ...  | ...  | ...  | 0.92 | ...  | ...   | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |
| Pabna                   | Saidpur        | 0.80          | ...  | 2.26 | 0.04 | ...  | ...  | 0.20 | 1.53 | 0.92 | 2.34 | 0.95  | 0.71 | 0.18 | 1.00 | 1.90 | 0.07 | ...  | 0.04 | ...  | ...  |      |
|                         | Sherpur        | 0.88          | 0.23 | ...  | ...  | ...  | 0.45 | ...  | 0.14 | 2.41 | 3.35 | 0.20  | 0.15 | 0.35 | ...  | 1.50 | ...  | 0.09 | 0.23 | 0.79 | ...  |      |
|                         | Nowkhilla      | ...           | ...  | ...  | ...  | 0.16 | ...  | 0.10 | 0.40 | 3.50 | 4.10 | 3.42  | 0.55 | ...  | 0.25 | 0.50 | ...  | 0.90 | 0.40 | 0.20 | ...  |      |
|                         | Bogra          | 0.64          | 0.02 | 0.92 | 0.38 | 0.30 | 1.45 | ...  | 0.52 | 7.30 | 5.14 | 0.26  | 0.51 | 0.02 | 0.25 | 0.34 | ...  | 0.34 | 0.30 | 0.20 | ...  |      |
|                         | Panchbibi      | 0.10          | 1.11 | 0.50 | 1.07 | 0.20 | ...  | 0.71 | 1.00 | 2.11 | 2.20 | 1.13  | 0.20 | ...  | 0.12 | 0.17 | 1.31 | 0.29 | 0.17 | 0.07 | ...  |      |
| Dacca                   | Pabna          | 0.06          | 0.05 | ...  | 0.88 | 1.40 | ...  | 0.05 | ...  | 0.05 | 2.62 | 0.20  | 0.80 | 0.42 | ...  | ...  | ...  | ...  | ...  | 0.06 | ...  |      |
|                         | Sirajganj      | ...           | 0.34 | ...  | ...  | ...  | 0.06 | ...  | ...  | 0.57 | 0.45 | 3.96  | 0.42 | 0.04 | 0.26 | ...  | ...  | ...  | ...  | 1.50 | ...  |      |
|                         | Munshiganj     | 0.04          | ...  | 2.19 | 1.45 | 0.08 | 0.14 | 0.16 | 0.03 | 0.17 | 0.97 | 2.89  | 0.74 | ...  | 0.21 | ...  | ...  | 0.10 | ...  | 0.25 | ...  |      |
|                         | Dacca          | ...           | 0.16 | 0.03 | ...  | 0.16 | ...  | ...  | 0.35 | 0.41 | 3.55 | 0.28  | 0.01 | ...  | ...  | ...  | 0.06 | 0.02 | 0.35 | 0.07 | ...  |      |
|                         | Narayanjan     | 0.16          | 0.41 | 0.59 | 0.61 | 0.50 | 0.08 | ...  | 0.21 | 0.54 | 0.19 | 3.58  | 1.40 | ...  | 0.27 | ...  | ...  | 0.20 | 0.01 | 0.20 | ...  |      |
| Mymensingh              | Munshiganj     | 1.19          | 0.78 | 2.14 | 0.50 | 0.45 | 0.54 | ...  | 0.05 | 0.34 | 2.40 | 1.20  | 0.02 | ...  | ...  | ...  | 0.09 | 0.05 | 0.10 | 0.25 | ...  |      |
|                         | Jaydebpur      | ...           | ...  | 1.50 | 0.30 | ...  | 0.45 | ...  | ...  | 0.31 | 4.16 | 0.12  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |
|                         | Kishanganj     | ...           | 0.45 | 0.19 | 0.40 | ...  | ...  | 0.11 | 0.78 | 0.20 | 0.36 | 2.60  | 1.09 | ...  | 0.20 | 0.03 | 0.06 | 0.05 | 0.73 | 1.34 | ...  |      |
|                         | Atia (Tangail) | ...           | ...  | 0.25 | 0.41 | 0.10 | 0.38 | ...  | ...  | 0.22 | 1.30 | 3.40  | 0.40 | ...  | ...  | ...  | ...  | 0.34 | 0.17 | 0.20 | ...  |      |
|                         | Mymensingh     | ...           | 0.40 | 0.10 | 0.07 | 0.09 | 0.38 | 0.02 | 1.47 | 0.35 | 0.72 | 7.96  | 0.57 | 0.11 | 0.33 | 0.03 | 0.29 | 1.98 | 2.37 | 0.10 | ...  |      |
|                         | Jamshilpur     | 0.13          | ...  | ...  | 0.56 | ...  | 0.13 | ...  | ...  | ...  | 1.05 | 3.23  | 4.26 | 0.96 | 1.10 | 0.13 | ...  | ...  | 0.25 | 1.26 | ...  |      |
|                         | Notrakona      | 1.76          | 0.25 | 0.39 | 0.55 | 0.04 | 0.56 | 0.23 | 0.11 | 0.38 | 3.10 | 7.56  | 1.26 | 0.69 | 0.78 | 0.04 | 0.12 | 1.74 | 3.85 | 0.40 | ...  |      |
|                         | Subarnakhali   | ...           | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...   | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                         | Durgapur       | 0.08          | 0.25 | 0.24 | 0.20 | 1.31 | 1.10 | ...  | 1.06 | 1.04 | 0.05 | 1.32  | 7.10 | 0.64 | 0.40 | 0.80 | 0.10 | 0.80 | 0.30 | 2.60 | ...  |      |
|                         | Sherpur Town   | 0.14          | 0.36 | ...  | 0.13 | ...  | ...  | ...  | 0.16 | 1.50 | 1.60 | 3.00  | 0.18 | 0.62 | 0.40 | ...  | ...  | 1.50 | ...  | 1.10 | ...  |      |
| Faridpur                | Diwanagar      | 0.35          | ...  | ...  | ...  | ...  | ...  | 0.75 | 0.35 | 2.00 | 1.15 | 1.35  | 0.77 | 2.25 | ...  | ...  | 1.45 | ...  | 0.85 | 0.11 | ...  |      |
|                         | Nalitabari     | 0.21          | 0.14 | 1.63 | 0.03 | 3.07 | 0.47 | ...  | 0.57 | ...  | 9.99 | 1.26  | 0.36 | 1.48 | 0.55 | 0.51 | ...  | 2.25 | 0.16 | 0.32 | ...  |      |
|                         | Madaripur      | ...           | 0.04 | 0.49 | 0.54 | 0.02 | 0.11 | 0.23 | 0.34 | 0.02 | 0.50 | 0.94  | 1.32 | 0.01 | ...  | ...  | ...  | 0.15 | 0.20 | 0.15 | ...  |      |
|                         | Faridpur       | ...           | 0.64 | ...  | 1.29 | 0.59 | 1.08 | ...  | 0.02 | 0.05 | 0.07 | 1.37  | 0.95 | 0.41 | 0.45 | ...  | 2.68 | ...  | 0.94 | 0.05 | ...  |      |
|                         | Gosalundo      | 0.21          | 0.12 | 2.78 | 1.90 | 0.27 | 0.07 | 0.03 | 0.11 | 0.16 | 0.15 | 3.21  | 0.22 | 0.11 | 0.10 | 0.09 | ...  | 0.02 | 0.08 | 0.27 | ...  |      |
| Backergunge             | Patuakhali     | 0.45          | 0.05 | ...  | 0.55 | 0.38 | 0.62 | 0.03 | 0.12 | 0.65 | ...  | 4.30  | 0.95 | 0.83 | ...  | 0.65 | ...  | 0.42 | 0.43 | 0.05 | ...  |      |
|                         | Pirojpur       | ...           | 0.02 | 0.04 | 3.24 | 0.03 | 0.07 | ...  | ...  | 0.11 | ...  | 2.72  | 1.16 | 0.16 | ...  | ...  | ...  | 0.09 | 0.07 | 0.21 | ...  |      |
|                         | Barisal        | ...           | 0.13 | 0.61 | 0.36 | 0.10 | 0.13 | 0.62 | 0.82 | 0.82 | 0.04 | 3.00  | 0.15 | 0.08 | 0.20 | 0.84 | ...  | ...  | 0.25 | 0.22 | ...  |      |
|                         | Gauranadi      | ...           | ...  | 0.22 | 0.53 | 0.09 | 0.11 | 0.71 | 0.72 | 0.37 | 0.43 | 4.41  | 0.83 | 1.16 | 0.52 | ...  | ...  | 0.09 | 0.21 | 0.04 | ...  |      |
|                         | Bhola          | 0.11          | ...  | 0.37 | 0.65 | 0.08 | 0.43 | 0.68 | 0.94 | ...  | 2.27 | 0.84  | 0.02 | ...  | 0.05 | 0.01 | 1.02 | 0.42 | 0.10 | 0.13 | ...  |      |
| Hill Tippera            | Daulatkhan     | ...           | 0.02 | 1.32 | ...  | 0.37 | ...  | 0.62 | 0.45 | 0.48 | ...  | 4.58  | ...  | 1.19 | 0.03 | 1.57 | 0.12 | 0.29 | 0.94 | ...  | ...  |      |
|                         | Bauphal        | ...           | ...  | ...  | 0.54 | ...  | ...  | ...  | 0.30 | 0.14 | ...  | 2.51  | 1.25 | ...  | ...  | ...  | 0.21 | 0.26 | 3.27 | 0.04 | ...  |      |
|                         | Agartala       | 0.02          | 0.04 | 2.50 | 0.50 | 0.08 | ...  | ...  | 0.25 | 0.36 | 0.12 | 2.30  | 0.50 | 0.03 | 0.05 | 0.05 | 0.16 | 0.18 | 0.03 | 0.50 | ...  |      |
|                         | Comilla        | ...           | 0.57 | 0.11 | 0.38 |      |      |      |      |      |      |       |      |      |      |      |      |      |      |      |      |      |



Bengal in August 1902—continued.

[illegible]



Table of Rainfall recorded at stations

| Meteorological Division. | District.   | Station.      | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   |
|--------------------------|-------------|---------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Patna.                   | Patna       | Patna         | ...  | 0'03 | ...  | 1'88 | 1'68 | 0'42 | ...  | ...  | 0'42 | 0'16 | 0'15 | ...  | 0'08 | ...  | ...  | ...  | ...  | ...  | 1'34 |
|                          |             | Dinapore      | ...  | 0'10 | ...  | 1'59 | 0'75 | 0'72 | 2'00 | ...  | 0'57 | 0'15 | 0'37 | ...  | 0'05 | ...  | ...  | ...  | ...  | 0'42 | 1'07 |
|                          |             | Bihar         | 0'63 | 0'13 | 0'83 | 0'12 | ...  | ...  | 0'15 | 0'57 | ...  | 0'75 | 0'34 | ...  | ...  | ...  | ...  | ...  | ...  | 0'75 | 2'73 |
|                          |             | Barb          | ...  | ...  | ...  | 0'42 | ...  | 0'06 | 0'30 | 0'03 | ...  | ...  | ...  | ...  | 0'45 | ...  | ...  | ...  | ...  | ...  | ...  |
|                          | Gaya        | Bikram        | 1'10 | ...  | ...  | 0'80 | 0'95 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'85 | ...  | ...  | ...  | ...  | ...  |
|                          |             | Hilsa         | 0'20 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Aurangabad    | 0'99 | 0'38 | ...  | 0'28 | 1'51 | 0'04 | 1'36 | ...  | 0'59 | 0'97 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'19 |
|                          |             | Gaya          | 0'05 | ...  | 0'05 | 0'60 | 0'05 | 0'70 | ...  | 0'17 | 0'09 | 0'28 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'17 |
|                          | Shahabad    | Nawada        | 0'10 | 0'02 | 0'24 | 0'01 | ...  | 0'24 | 0'33 | 0'68 | ...  | ...  | ...  | 0'42 | 0'01 | ...  | ...  | ...  | ...  | ...  | 0'10 |
|                          |             | Jahanabad     | 1'57 | 0'02 | 0'06 | 1'28 | 0'32 | ...  | 0'16 | 0'15 | 1'10 | 0'34 | 0'25 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'01 |
|                          |             | Arwal         | 0'30 | ...  | ...  | 1'65 | ...  | 0'12 | 1'50 | ...  | 0'46 | 0'43 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'72 |
|                          |             | Daudnagar     | ...  | ...  | 0'65 | 0'09 | 1'02 | 0'12 | ...  | 0'72 | 0'10 | 0'04 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'20 | 0'28 |
| Bihar.                   | Shahabad    | Sherghati     | ...  | ...  | ...  | 0'12 | 0'08 | 0'02 | 0'23 | ...  | 1'85 | 0'24 | 0'02 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'76 |
|                          |             | Rajauli       | 0'07 | ...  | 0'20 | 0'75 | 0'20 | 0'95 | 1'00 | ...  | ...  | 0'93 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 3'15 |
|                          |             | Pakri Barawan | 0'12 | 2'50 | 0'15 | ...  | ...  | ...  | ...  | ...  | 1'30 | 0'22 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'75 |
|                          |             | Deo           | 0'60 | ...  | ...  | 0'25 | 0'26 | 0'10 | 0'35 | ...  | ...  | ...  | ...  | ...  | ...  | 0'41 | ...  | ...  | ...  | ...  | 3'15 |
|                          | Saran       | Buxar         | 0'98 | ...  | ...  | 1'36 | 0'15 | 0'10 | ...  | 1'17 | 2'40 | 0'03 | 0'07 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'02 |
|                          |             | Dehri         | 1'07 | ...  | ...  | 0'67 | 0'15 | 0'05 | 1'16 | ...  | 0'65 | ...  | 0'02 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'23 |
|                          |             | Shahbuz       | 0'24 | 0'15 | ...  | 2'21 | 0'08 | ...  | 1'31 | ...  | ...  | 0'16 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'21 |
|                          |             | Sasaram       | 1'06 | 0'14 | ...  | 1'88 | 0'04 | ...  | 0'20 | ...  | 0'41 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 1'21 |
|                          | Champan     | Arrah         | 0'55 | ...  | ...  | ...  | 0'24 | 1'08 | 0'33 | ...  | ...  | 0'50 | 0'30 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 1'09 |
|                          |             | Mohana        | 0'15 | ...  | ...  | ...  | 0'75 | ...  | ...  | 0'30 | 0'35 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'10 | ...  |
|                          |             | Khiri         | ...  | ...  | 0'16 | ...  | ...  | 1'22 | ...  | 0'15 | 0'33 | 0'35 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'13 |
|                          |             | Agesson       | ...  | ...  | ...  | ...  | 1'36 | 0'20 | ...  | ...  | 1'20 | ...  | 0'40 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
| Muzaffarpur              | Ramnagar    | 1'05          | ...  | ...  | 2'56 | 1'49 | 1'55 | ...  | 0'07 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'80 |      |
|                          | Koathi      | 0'30          | ...  | ...  | 2'13 | 0'28 | 2'36 | ...  | ...  | 0'10 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'90 |      |
|                          | Sikroul     | ...           | ...  | ...  | 0'68 | 0'38 | 0'37 | 0'12 | ...  | 0'33 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'99 |      |
|                          | Basowan     | ...           | ...  | ...  | 0'60 | ...  | 0'30 | ...  | 0'20 | 0'15 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'25 |      |
| Bihar.                   | Darbhanga   | Monaharpur    | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Gopalkan      | ...  | 0'81 | 0'25 | ...  | ...  | ...  | 0'17 | ...  | 3'10 | 0'41 | 0'33 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 1'33 |
|                          |             | Siwan         | 0'95 | 0'40 | 0'25 | 0'05 | ...  | ...  | 0'65 | ...  | 1'87 | 0'03 | 0'16 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'20 |
|                          |             | Ekma          | 0'17 | ...  | ...  | 0'32 | ...  | 0'43 | ...  | 0'67 | 2'03 | ...  | ...  | ...  | 0'66 | ...  | ...  | ...  | ...  | ...  | 0'90 |
|                          | Monghyr     | Chapra        | 0'05 | ...  | ...  | 0'80 | 0'32 | 0'03 | 0'15 | 0'30 | 0'02 | 0'02 | 0'20 | 0'04 | 0'12 | ...  | ...  | ...  | ...  | ...  | 0'21 |
|                          |             | Hathua        | 0'28 | 0'24 | ...  | 0'30 | ...  | 0'42 | ...  | 1'36 | 0'09 | 0'15 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'05 |
|                          |             | Amnour        | ...  | ...  | 0'40 | 1'00 | 0'05 | ...  | 0'40 | ...  | 0'46 | 0'01 | 0'04 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 1'30 |
|                          |             | Basantpur     | ...  | ...  | ...  | ...  | 0'18 | ...  | 0'10 | ...  | 0'08 | 0'12 | 0'09 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'19 |
|                          | Champan     | Darauli       | 0'38 | 0'04 | ...  | 1'65 | 0'02 | ...  | 0'25 | 0'10 | 2'55 | 0'08 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Bhoreh        | 0'23 | ...  | ...  | 1'65 | 0'25 | ...  | 0'15 | ...  | 0'32 | 1'05 | 0'30 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'63 |
|                          |             | Sripur        | 0'17 | ...  | ...  | 0'83 | 0'46 | ...  | 2'15 | ...  | ...  | 0'38 | 0'38 | ...  | 0'02 | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Motihari      | ...  | 0'18 | 2'16 | 0'04 | 0'11 | ...  | ...  | ...  | 1'23 | 0'57 | 1'24 | 1'72 | ...  | ...  | ...  | ...  | ...  | 0'29 | 3'02 |
| Bihar.                   | Muzaffarpur | Rettiah       | ...  | ...  | 0'08 | 0'74 | 0'30 | 0'30 | ...  | 0'02 | 2'02 | 1'88 | 1'04 | 1'17 | 0'76 | ...  | ...  | ...  | ...  | 0'10 | 1'77 |
|                          |             | Bagaha        | 0'56 | 0'01 | ...  | 0'34 | 0'20 | ...  | ...  | 1'89 | 0'44 | 0'51 | 0'06 | 2'88 | 0'33 | ...  | ...  | ...  | ...  | 0'32 | 2'51 |
|                          |             | Burnurwa      | ...  | ...  | ...  | 0'03 | ...  | 2'00 | 0'30 | ...  | 0'32 | 0'10 | 0'50 | 0'02 | 0'05 | ...  | ...  | ...  | ...  | ...  | 0'00 |
|                          |             | Ramnagar      | ...  | ...  | ...  | ...  | 0'50 | ...  | ...  | ...  | 1'00 | ...  | ...  | ...  | ...  | 0'50 | ...  | ...  | ...  | ...  | 1'00 |
|                          | Darbhanga   | Sitamarhi     | ...  | ...  | 0'76 | ...  | 1'31 | ...  | ...  | ...  | ...  | 0'71 | 0'47 | ...  | ...  | ...  | 0'44 | ...  | ...  | ...  | 0'25 |
|                          |             | Muzaffarpur   | 0'01 | ...  | ...  | 0'25 | 1'23 | ...  | ...  | 0'04 | ...  | 0'03 | 0'42 | 0'09 | 0'06 | ...  | ...  | ...  | ...  | ...  | 0'82 |
|                          |             | Hajipur       | ...  | ...  | ...  | 0'25 | 0'51 | 0'48 | 0'78 | ...  | 0'05 | 0'20 | 0'66 | 0'01 | 0'08 | ...  | ...  | ...  | ...  | ...  | 1'46 |
|                          |             | Paru          | 0'20 | 0'06 | ...  | 0'10 | ...  | ...  | ...  | ...  | 0'10 | 0'10 | 0'30 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0'28 |
|                          | Bhagalpur   | Mahua         | ...  | ...  | 0'07 | 0'08 | 0'26 | 0'14 | ...  | ...  | ...  | 1'37 | 0'22 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 2'03 |
|                          |             | Shiuhar       | ...  | ...  | 0'15 | ...  | ...  | ...  | ...  | ...  | ...  | 2'60 | 0'50 | 0'50 | 1'00 | 0'20 | ...  | ...  | ...  | ...  | ...  |
|                          |             | Pupri         | ...  | ...  | 1'68 | ...  | ...  | ...  | ...  | ...  | ...  | 1'83 | 0'44 | 1'05 | ...  | ...  | 2'40 | 1'27 | 1'55 | ...  | 1'30 |
|                          |             | Tajpur (Sama- | 0'06 | 0'01 | 1'75 | 2'32 | 1'09 | 0'38 | 0'45 | ...  | ...  | 0'20 | 0'42 | 0'07 | ...  | ...  | ...  | ...  | ...  | ...  | 0'55 |
| Bihar.                   | Monghyr     | tipur).       | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Darbhanga     | ...  | ...  | 0'71 | 0'01 | ...  | ...  | 0'06 | ...  | 0'32 | 0'22 | 0'94 | 0'18 | 1'18 | 0'33 | ...  | ...  | ...  | ...  | 0'01 |
|                          |             | Madhubani     | 0'02 | ...  | 0'75 | 0'12 | 0'04 | 0'05 | ...  | ...  | 0'02 | 0'45 | 0'86 | 1'96 | 0'86 | 0'33 | 0'57 | 0'27 | 0'14 | ...  | 0'20 |
|                          |             | Bahera        | ...  | 1'35 | 0'37 | ...  | ...  | ...  | ...  | ...  | ...  | 0'76 | 0'50 | 0'80 | 1'00 | ...  | ...  | ...  | ...  | ...  | 0'08 |
|                          | Bhagalpur   | Roserha       | 0'18 | ...  | 2'25 | 0'06 | 0'62 | 0'38 | ...  | ...  | ...  | 0'08 | 0'50 | 0'02 | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Bogusarai     | ...  | ...  | 1'11 | 0'65 | ...  | 1'26 | ...  | 0'70 | ...  | 0'20 | 0'59 | 0'20 | ...  | ...  | ...  | ...  | ...  | ...  | 0'37 |
|                          |             | Monghyr       | ...  | ...  | 2'03 | 0'21 | ...  | 0'12 | ...  | 0'25 | ...  | 0'21 | 0'87 | 0'13 | 0'13 | ...  | ...  | ...  | ...  | ...  | 1'81 |
|                          |             | Jamui         | 0'46 | ...  | 1'91 | 0'10 | 1'11 | 0'73 | ...  | ...  | 0'94 | ...  | 0'94 | ...  | 0'10 | ...  | ...  | ...  | ...  | ...  | 4'80 |
|                          | Purnea      | Gogri         | ...  | ...  | 0'40 | 0'14 | ...  | 0'48 | ...  | ...  | ...  | 1'33 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Jamulpur      | 0'09 | ...  | 1'63 | ...  | ...  | 0'42 | ...  | 0'52 | ...  | 0'32 | 1'45 | 0'10 | ...  | ...  | ...  | ...  | ...  | ...  | 0'90 |
|                          |             | Shaikhpura    | ...  | ...  | 0'65 | 0'36 | ...  | 0'15 | ...  | 0'10 | ...  | 0'40 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 1'30 |
|                          |             | Chakai Bamda  | 0'69 | 0'01 | 0'44 | 0'02 | 0'65 | 0'05 | ...  | ...  | 0'17 | 0'47 | 0'79 | 0'01 | 0'09 | ...  | ...  | ...  | ...  | ...  | ...  |
| Bhagalpur                | Chupreon    | 0'65          | ...  | 1'00 | ...  | ...  | ...  | ...  | ...  | ...  | 0'04 | 2'12 | 0'56 | 0'44 | ...  | ...  | ...  | ...  | ...  | 2'67 |      |
|                          | Gidhour     | 1'55          | ...  | 1'20 | 0'10 | 0'45 | ...  | ...  | ...  | ...  | 0'72 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |
|                          | Kharapur    | 0'70          | 0'03 | 1'46 | 0'20 | 0'80 | 0'04 | ...  | ...  | ...  | 0'30 | 1'23 | 0'09 | ...  | ...  | ...  | ...  | ...  | 0'08 | ...  |      |
|                          | Madhipura   | 0'05          | ...  | 1'10 | 0'01 | ...  | 0'02 | 0'01 | 0'08 | ...  | 0'42 | 2'17 | 0'70 | 0'24 | 0'18 | 0'22 | 0'17 | ...  | ...  | 0'35 |      |
| Bihar.                   | Purnea      | Bangan        | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | (Sylabad).    | ...  | ...  | ...  | 0'30 | 0'61 | ...  | 0'32 | 0'60 | ...  | 0'70 | 2'25 | 0'56 | 1'20 | 0'21 | 1'00 | 0'20 | 0'02 | ...  | 0'51 |
|                          |             | Sopaul        | 0'32 | ...  | ...  | ...  | 0'14 | 0'85 | 0'27 | ...  | 0'12 | 1'18 | 5'86 | 1'10 | 1'50 | 0'43 | 0'18 | ...  | 0'03 | 0'11 | 0'05 |
|                          |             | Pratapganj    | 0'35 | 0'27 | 2'05 | 0'14 | 0'05 | 0'09 | ...  | 0'30 | ...  | 0'27 | 1'50 | 0'06 | ...  | 0'08 | ...  | ...  | ...  | ...  | 0'45 |
|                          | Malda       | Bhagalpur     | 1'16 | ...  | 0'43 | 0'10 | 0'05 | 0'09 | ...  | ...  | ...  | 0'08 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Banks         | ...  | 0'25 | 1'75 | ...  | ...  | 0'05 | ...  | ...  | ...  | 0'06 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          |             | Colgong       | 0'70 | ...  | ...  | 1'65 | ...  | ...  | ...  | ...  | 0'15 | 0'60 | 1'58 | 0'38 | ...  | ...  | ...  | ...  | ...  | ...  | 0'50 |
|                          |             | Bansil        | 1'25 | 1'67 | 0'36 | ...  | 0'50 | ...  | ...  | ...  | ...  | 0'75 | 0'25 | 1'25 | ...  | ...  | ...  | ...  | ...  | ...  | ...  |
|                          | Sonthal     | Kishanganj    | 0'36 | 0'51 | 0'26 | 0'08 | 1'83 | 0'05 | 0'06 | 0'31 | 0'44 | 0'05 | 3'02 | 1'86 | 1'50 | 2'01 | 0'11 | 0'02 | 2'10 | 0'45 | ...  |
|                          |             | Araria        | 0'22 | 0'05 | 0'27 | 0'04 | 0'49 | 1'55 | 1'32 | ...  | 0'07 | 1'51 | 4'16 | 1'55 | 0'40 | 0'88 | 1'50 | 0'61 | 0'09 | 0'04 | ...  |
|                          |             | Purnea        | 0'48 | ...  | 0'11 | 0'18 | 1'04 | 0'22 | 0'15 | ...  | 1'61 | 0'27 | 3'36 | 0'39 | 0'30 | 0'44 | 0'11 | 0'10 | 0'14 | ...  | 0'20 |
|                          |             | Gondwara      | ...  | ...  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |

| Station.       | District.    | Division. | Meteorological Division. |
|----------------|--------------|-----------|--------------------------|
| Patna          | Patna.       |           |                          |
| Dinapore.      |              |           |                          |
| Bihar.         |              |           |                          |
| Barh.          |              |           |                          |
| Bikram.        |              |           |                          |
| Hilsa.         |              |           |                          |
| Aurangabad...  | Gaya.        |           |                          |
| Gaya.          |              |           |                          |
| Nawada.        |              |           |                          |
| Jahanabad.     |              |           |                          |
| Arwal.         |              |           |                          |
| Baughnagar.    |              |           |                          |
| Bherghati.     |              |           |                          |
| Rajauli.       |              |           |                          |
| Pakri Barawan. |              |           |                          |
| Dec.           |              |           |                          |
| Buxar          | Shahabad.    |           |                          |
| Dehri.         |              |           |                          |
| Bhabhua.       |              |           |                          |
| Sassaram.      |              |           |                          |
| Arrah.         |              |           |                          |
| Mohanea.       |              |           |                          |
| Khiri.         |              |           |                          |
| Ag. on.        |              |           |                          |
| Ramachar.      |              |           |                          |
| Koath.         |              |           |                          |
| Sikrout.       |              |           |                          |
| Rasowari.      |              |           |                          |
| Monoharpur.    |              |           |                          |
| Gopalganj      | Saran.       |           |                          |
| Siwan.         |              |           |                          |
| Ekma.          |              |           |                          |
| Chapra.        |              |           |                          |
| Hathua.        |              |           |                          |
| Amour.         |              |           |                          |
| Manipur.       |              |           |                          |
| Darauli.       |              |           |                          |
| Bhorah.        |              |           |                          |
| Sripur.        |              |           |                          |
| Motihari       | Champanan.   |           |                          |
| Betbah.        |              |           |                          |
| Bahua.         |              |           |                          |
| Burharwa.      |              |           |                          |
| Rannagar.      |              |           |                          |
| Sitamari       | Muzaffarpur. |           |                          |
| Muzaffarpur.   |              |           |                          |
| Hajipur.       |              |           |                          |
| Paru.          |              |           |                          |
| Mahua.         |              |           |                          |
| Shiuhar.       |              |           |                          |
| Pupri.         |              |           |                          |
| Tajpur (Samas) | Darbhanga.   |           |                          |
| Darbhanga.     |              |           |                          |
| Madhubani.     |              |           |                          |
| Bahera.        |              |           |                          |
| Roserha.       |              |           |                          |
| Begusarai      | Monghyr      |           |                          |
| Monghyr.       |              |           |                          |
| Jamul.         |              |           |                          |
| Gogri.         |              |           |                          |
| Jamulpur.      |              |           |                          |
| Snakhouara.    |              |           |                          |
| Chakri Banda   |              |           |                          |
| Chaprean.      |              |           |                          |
| Gidhour.       |              |           |                          |
| Khargpur.      |              |           |                          |
| Madhipura      | Bhagalpur.   |           |                          |
| Bangaon        |              |           |                          |
| (Sylabud).     |              |           |                          |
| Sapaul.        |              |           |                          |
| Pratapganj.    |              |           |                          |
| Bhagalpur.     |              |           |                          |
| Bunka.         |              |           |                          |
| Cokong.        |              |           |                          |
| Bansil.        |              |           |                          |
| Kishanganj     | Purnea.      |           |                          |
| Araria.        |              |           |                          |
| Purnea.        |              |           |                          |
| Gomwarra       |              |           |                          |
| (Korah).       |              |           |                          |
| Barsoo.        |              |           |                          |
| Forbesganj.    |              |           |                          |
| Kaliganj.      |              |           |                          |
| Malda          | Malda.       |           |                          |
| Chanchal.      |              |           |                          |
| Gajol.         |              |           |                          |
| Sibganj.       |              |           |                          |
| Rajmahal       | South Pat-   |           |                          |
| Godda.         | ganah.       |           |                          |
| Pakaur.        |              |           |                          |
| Naya Dumka.    |              |           |                          |
| Doghar.        |              |           |                          |
| Jamitara.      |              |           |                          |
| Mohagama.      |              |           |                          |
| Nanhat.        |              |           |                          |



Table of Rainfall recorded at stations

| Division.       | District. | Station.                 | 1                        | 2                 | 3                      | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   |      |
|-----------------|-----------|--------------------------|--------------------------|-------------------|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Orissa.         | Orissa.   | Sonthal Paraganas—concd. | Asenboni ...             | 1.04              | 0.15                   | 0.21 | 0.08 | ...  | ...  | ...  | 0.71 | 2.78 | 0.21 | 0.55 | 0.40 | ...  | 0.06 | ...  | ...  | 0.28 | 1.24 | 0.02 |      |
|                 |           | Katikand ...             | 0.30                     | 0.24              | 0.10                   | 0.30 | 0.82 | 0.05 | ...  | ...  | ...  | 1.70 | 0.29 | 1.85 | 0.05 | 0.51 | 0.04 | ...  | ...  | 0.80 | 0.02 | 0.03 |      |
|                 |           | Madhapur ...             | 0.60                     | ...               | 0.50                   | ...  | 0.50 | ...  | ...  | ...  | ...  | ...  | 0.40 | 1.30 | 0.40 | ...  | ...  | ...  | ...  | 0.50 | ...  | 0.40 |      |
|                 |           | Sarwan ...               | 1.80                     | ...               | ...                    | ...  | 0.23 | ...  | ...  | ...  | ...  | ...  | 0.40 | 2.10 | 0.46 | ...  | ...  | ...  | ...  | 0.36 | ...  | 0.40 |      |
|                 |           | Sarath ...               | 0.80                     | ...               | 0.27                   | ...  | 1.50 | ...  | ...  | ...  | ...  | ...  | ...  | 2.10 | ...  | ...  | 0.03 | ...  | ...  | 1.28 | ...  | 0.50 |      |
|                 |           | Barkope ...              | 0.29                     | ...               | ...                    | ...  | ...  | ...  | 0.35 | 0.31 | 0.28 | ...  | ...  | ...  | 1.88 | 0.16 | ...  | ...  | ...  | ...  | ...  | ...  |      |
|                 |           | Bhagya ...               | 0.50                     | ...               | 0.34                   | ...  | ...  | ...  | ...  | ...  | ...  | 0.16 | 2.35 | 2.17 | 0.22 | 1.30 | 0.35 | ...  | 0.12 | ...  | ...  | 0.32 |      |
|                 |           | Mohospore ...            | 0.05                     | ...               | 0.17                   | ...  | 0.15 | 0.62 | ...  | ...  | ...  | 1.00 | 1.17 | 1.15 | 0.05 | ...  | ...  | ...  | 1.82 | ...  | ...  | 0.80 |      |
|                 |           | Hiranpur ...             | ...                      | 0.09              | ...                    | ...  | ...  | ...  | ...  | ...  | ...  | 0.11 | 1.91 | 0.51 | ...  | 0.70 | 0.41 | ...  | ...  | ...  | ...  | 0.16 |      |
|                 |           | Barharwa ...             | ...                      | 0.61              | 0.29                   | ...  | ...  | ...  | ...  | ...  | ...  | 0.20 | 0.90 | 1.20 | 0.37 | 0.09 | ...  | 0.11 | ...  | ...  | ...  | 0.09 |      |
|                 |           | Sahibganj ...            | 2.10                     | ...               | 0.60                   | 0.10 | 1.23 | ...  | ...  | ...  | ...  | ...  | 1.67 | 0.40 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |
|                 |           | Bario ...                | 1.35                     | 0.56              | ...                    | 0.15 | ...  | 0.11 | ...  | 1.12 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0.77 | ...  |      |
|                 |           | Orissa.                  | Orissa.                  | Cuttack ...       | Jagatsingpur ...       | ...  | ...  | 2.08 | ...  | ...  | ...  | 0.35 | ...  | ...  | 1.50 | ...  | ...  | 0.44 | ...  | 0.74 | 0.79 | 0.23 | 0.45 |
|                 |           |                          |                          | Banki ...         | ...                    | ...  | 0.20 | 2.62 | ...  | ...  | ...  | 0.21 | ...  | 0.30 | ...  | 0.09 | ...  | ...  | 0.02 | 1.32 | 0.75 | ...  | 0.10 |
|                 |           |                          |                          | Cuttack ...       | ...                    | ...  | 0.19 | 2.07 | 0.02 | ...  | ...  | 0.02 | ...  | 0.50 | 0.30 | 0.83 | ...  | ...  | ...  | ...  | ...  | ...  | 0.09 |
|                 |           |                          |                          | False Point ...   | 1.07                   | ...  | 0.41 | 1.05 | 0.09 | 1.54 | 0.03 | 0.30 | 0.17 | ...  | 1.54 | 0.18 | 0.53 | ...  | ...  | ...  | 0.09 | ...  | 0.50 |
|                 |           |                          |                          | Kendrapara ...    | ...                    | ...  | 0.27 | 2.09 | 0.08 | ...  | ...  | 0.17 | ...  | 0.38 | 0.46 | 1.40 | 0.01 | ...  | 0.15 | ...  | 0.43 | 0.64 | 0.50 |
|                 |           |                          |                          | Jajpur ...        | ...                    | ...  | 0.14 | 0.97 | 0.01 | ...  | 0.80 | 0.09 | 2.25 | 0.03 | 0.64 | 0.29 | 0.01 | ...  | 0.06 | 0.10 | 0.27 | ...  | 0.13 |
|                 |           |                          |                          | Dharmasala ...    | ...                    | 0.03 | 0.62 | 0.16 | ...  | 1.23 | ...  | 0.62 | ...  | ...  | 0.25 | ...  | ...  | 0.76 | 0.25 | ...  | ...  | ...  | 0.22 |
| Salapur ...     | ...       |                          |                          | ...               | 0.30                   | 1.52 | ...  | ...  | ...  | ...  | 0.03 | ...  | 0.18 | 0.76 | 0.03 | ...  | 0.18 | 0.72 | 0.81 | ...  | 0.30 |      |      |
| Orissa.         | Orissa.   |                          |                          | Balasore ...      | Akhyapada ...          | ...  | 0.05 | 0.77 | 0.61 | ...  | 1.69 | 0.27 | ...  | ...  | 0.29 | 0.09 | 0.06 | ...  | ...  | 0.05 | 0.18 | 0.37 | 0.18 |
|                 |           |                          |                          | Chandbali ...     | 0.02                   | 0.08 | 1.03 | 0.74 | ...  | ...  | 0.30 | 0.21 | 0.52 | ...  | 0.74 | 1.12 | 1.62 | ...  | ...  | ...  | ...  | 0.22 | 0.03 |
|                 |           | Bhadrak ...              | ...                      | 0.05              | ...                    | 0.56 | ...  | ...  | ...  | 0.32 | 0.30 | 3.28 | ...  | ...  | ...  | 0.42 | ...  | ...  | ...  | 0.18 | 0.04 |      |      |
|                 |           | Soro ...                 | 0.36                     | 1.93              | 0.06                   | 0.45 | ...  | ...  | ...  | 0.44 | 0.29 | 0.15 | 0.05 | ...  | ...  | ...  | ...  | ...  | 0.24 | 0.33 | 0.30 |      |      |
|                 |           | Balasore ...             | ...                      | ...               | 0.07                   | 0.05 | 1.08 | 1.62 | ...  | 0.11 | 1.35 | 0.91 | 0.12 | 1.08 | 1.17 | 0.08 | ...  | ...  | 0.31 | ...  | 0.59 |      |      |
|                 |           | Jalasore ...             | ...                      | ...               | 0.02                   | 0.02 | 1.42 | ...  | ...  | 0.02 | 0.6  | ...  | 1.90 | 0.65 | ...  | ...  | ...  | 0.81 | ...  | ...  | 1.67 |      |      |
|                 |           | Orissa.                  | Orissa.                  | Angul ...         | Angul ...              | ...  | ...  | 2.34 | 0.17 | ...  | 0.05 | 0.46 | 0.48 | ...  | ...  | 0.40 | 0.36 | ...  | ...  | ...  | 0.32 | ...  | ...  |
|                 |           |                          |                          | Bisipara ...      | 0.04                   | ...  | 0.37 | 1.62 | 2.69 | 0.21 | ...  | 0.20 | 0.42 | 0.02 | 0.14 | 0.11 | 0.02 | 0.11 | 0.01 | 0.02 | 1.76 | 0.07 | 1.06 |
|                 |           |                          |                          | Pal Lahara ...    | 0.05                   | ...  | 0.93 | 1.32 | 0.08 | 1.36 | 3.67 | 0.06 | 0.04 | 0.38 | 0.65 | ...  | ...  | 0.04 | ...  | 0.07 | 0.12 | 0.57 | 1.38 |
|                 |           |                          |                          | Tulcher ...       | ...                    | ...  | 0.34 | 0.15 | ...  | 0.05 | ...  | 1.45 | 0.74 | 0.11 | ...  | 0.05 | ...  | ...  | ...  | ...  | 0.70 | ...  | 0.07 |
| Dhenkanal ...   | 0.76      |                          |                          | 0.10              | 0.60                   | 0.11 | 0.15 | 0.11 | ...  | ...  | 0.25 | ...  | 0.83 | 0.39 | ...  | ...  | 0.37 | 0.62 | ...  | ...  | 0.45 |      |      |
| Baisinga ...    | 0.01      |                          |                          | ...               | 0.15                   | 1.05 | 0.09 | 0.07 | 0.03 | 1.30 | 0.18 | 0.82 | 0.34 | 0.02 | ...  | 0.18 | ...  | 0.01 | 0.24 | 0.26 | ...  |      |      |
| Baramba ...     | 0.46      |                          |                          | 0.32              | 0.80                   | 1.40 | 0.30 | ...  | 0.19 | 0.31 | ...  | ...  | 0.09 | 0.23 | ...  | ...  | ...  | 0.62 | ...  | 0.20 | 0.40 |      |      |
| Narsingpur ...  | ...       |                          |                          | 0.23              | 0.69                   | ...  | 0.35 | ...  | 0.23 | 0.27 | 0.12 | 0.10 | ...  | ...  | ...  | ...  | ...  | 0.29 | 0.54 | 0.30 | 0.63 |      |      |
| Chhindipada ... | ...       |                          |                          | ...               | 1.00                   | 0.20 | 1.00 | ...  | ...  | 0.45 | ...  | ...  | 1.29 | 0.70 | ...  | ...  | ...  | ...  | 0.45 | ...  | 0.36 |      |      |
| Tikarpura ...   | ...       |                          |                          | 0.65              | 0.74                   | 0.14 | ...  | ...  | 0.42 | 0.31 | 0.24 | 0.06 | 0.15 | 0.04 | 0.06 | 0.07 | 0.47 | 0.31 | 0.65 | 0.32 | 0.64 |      |      |
| Kumarkhole ...  | ...       | 0.30                     | 1.80                     | 1.65              | ...                    | 0.04 | 0.04 | ...  | 0.27 | 0.27 | ...  | 0.18 | 0.07 | ...  | ...  | ...  | 0.63 | 0.07 | 0.32 | 1.50 |      |      |      |
| Orissa.         | Orissa.   | Puri ...                 | Puri ...                 | ...               | ...                    | 0.36 | 0.47 | 1.12 | ...  | 0.29 | 0.03 | 1.64 | 1.80 | 0.50 | ...  | 1.70 | 0.05 | 0.35 | 0.17 | 0.04 | 0.55 |      |      |
|                 |           | Khurda ...               | 0.12                     | 1.25              | 0.40                   | 2.55 | 0.09 | ...  | ...  | 2.24 | ...  | ...  | 0.21 | 0.36 | 0.30 | 0.19 | ...  | 2.02 | ...  | ...  | 0.33 |      |      |
|                 |           | Bhanpur ...              | 0.40                     | 0.02              | 0.02                   | 2.50 | 0.02 | ...  | 0.63 | ...  | ...  | 0.12 | 0.65 | 0.80 | 0.82 | 0.08 | 0.64 | 0.01 | 0.02 | 0.50 | 0.22 |      |      |
|                 |           | Gop ...                  | ...                      | ...               | ...                    | 3.81 | 0.6  | 0.24 | ...  | 0.22 | 1.44 | 0.06 | 0.32 | 0.23 | 1.84 | 0.84 | 0.69 | 0.68 | ...  | 0.30 | 0.31 |      |      |
|                 |           | Satpara ...              | ...                      | ...               | ...                    | 0.49 | 0.04 | ...  | 0.46 | 0.32 | 0.69 | 0.24 | 0.26 | ...  | 0.25 | 0.04 | 2.16 | 0.45 | 0.40 | ...  | 1.00 |      |      |
|                 |           | Pipli ...                | ...                      | ...               | 3.02                   | 2.75 | 0.10 | ...  | 1.31 | 0.21 | ...  | 0.11 | 0.55 | 0.38 | 0.16 | ...  | 0.03 | 0.23 | ...  | 1.41 | 0.65 |      |      |
|                 |           | Nayagarh ...             | 0.10                     | 0.72              | 2.60                   | 0.65 | ...  | 0.18 | 0.72 | ...  | 0.30 | 0.80 | 0.25 | ...  | ...  | ...  | 0.56 | ...  | ...  | ...  | 0.82 |      |      |
|                 |           | Ranpur ...               | 0.67                     | 0.20              | 0.18                   | 0.80 | 0.10 | 0.10 | 0.75 | 0.40 | 0.08 | 0.07 | ...  | 0.10 | 0.35 | ...  | 0.10 | 0.13 | 0.32 | 0.13 | 0.08 |      |      |
|                 |           | Kenas ...                | ...                      | ...               | 2.07                   | 1.95 | ...  | ...  | 0.45 | ...  | ...  | 0.10 | 2.06 | 0.92 | ...  | ...  | 1.25 | 1.00 | ...  | ...  | 1.24 |      |      |
|                 |           | Orissa.                  | Orissa.                  | Hazaribagh ...    | Pachamba (Giridih) ... | 0.18 | ...  | 0.23 | ...  | 0.50 | 0.80 | ...  | ...  | 0.67 | 2.58 | 0.43 | ...  | ...  | ...  | ...  | 0.11 | ...  | ...  |
| Hazaribagh ...  | 0.65      |                          |                          | 0.69              | ...                    | 0.51 | 1.42 | 0.73 | ...  | 0.12 | ...  | 0.23 | 0.32 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 1.21 |      |      |
| Barhi ...       | 1.43      |                          |                          | ...               | 0.73                   | ...  | 0.15 | 0.54 | 0.13 | 0.19 | ...  | 0.26 | 0.73 | ...  | 0.15 | ...  | ...  | ...  | ...  | ...  | 0.28 |      |      |
| Ohatra ...      | 0.29      |                          |                          | 0.14              | ...                    | 1.47 | 0.06 | 0.87 | 0.13 | ...  | 0.20 | 0.15 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |      |
| Kharagdiha ...  | 0.25      |                          |                          | ...               | 1.75                   | ...  | 0.53 | ...  | ...  | ...  | 0.75 | 0.80 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |      |
| Ramgar ...      | 0.50      |                          |                          | 0.40              | ...                    | 2.10 | ...  | ...  | 1.10 | 0.60 | ...  | 0.40 | 0.60 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |      |
| Orissa.         | Orissa.   |                          |                          | Ranchi ...        | Lohardaga Ranchi ...   | 0.32 | 0.61 | ...  | ...  | 0.30 | 2.26 | ...  | 0.66 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0.60 |
|                 |           |                          |                          | Silli ...         | ...                    | 0.18 | 0.17 | 0.15 | 2.04 | 0.63 | 0.75 | 0.31 | 0.87 | 0.13 | 1.95 | ...  | 0.01 | ...  | ...  | ...  | 0.12 | 0.77 |      |
|                 |           |                          |                          | Palikot ...       | ...                    | 0.35 | 0.84 | 0.59 | 1.07 | 2.04 | 0.29 | 1.25 | 2.18 | 1.09 | 2.50 | 0.04 | ...  | ...  | ...  | ...  | ...  | 0.51 |      |
|                 |           |                          |                          | Bano ...          | 0.25                   | ...  | 1.25 | ...  | 0.72 | 0.34 | ...  | 1.00 | 0.41 | 1.00 | 0.30 | ...  | ...  | ...  | ...  | 1.37 | ...  | 0.30 |      |
|                 |           | Tamar ...                | ...                      | 1.36              | 0.25                   | 0.27 | 1.50 | 0.50 | 0.05 | ...  | 0.40 | 0.40 | ...  | ...  | 0.09 | ...  | ...  | ...  | ...  | ...  |      |      |      |
|                 |           | Kurdeg ...               | ...                      | ...               | ...                    | ...  | 1.30 | 0.46 | 0.90 | 0.06 | 0.10 | 0.38 | ...  | ...  | ...  | ...  | ...  | ...  | 0.55 | 0.60 |      |      |      |
|                 |           | Chainpur ...             | ...                      | ...               | 0.58                   | 0.40 | 0.75 | 0.54 | 0.10 | 0.90 | ...  | 0.40 | ...  | ...  | ...  | ...  | ...  | ...  | 0.35 | 0.29 |      |      |      |
|                 |           | Sirguja ...              | ...                      | ...               | ...                    | ...  | 2.25 | 0.12 | 0.25 | 0.72 | ...  | 0.43 | 0.77 | 0.12 | ...  | ...  | ...  | ...  | 3.23 | 0.71 |      |      |      |
|                 |           | Jashpur ...              | ...                      | ...               | ...                    | 0.16 | 0.14 | 1.50 | 1.70 | 1.80 | ...  | 1.12 | 0.32 | 0.45 | 0.23 | 0.19 | ...  | 0.27 | ...  | 0.13 |      |      |      |
|                 |           | Ganepur ...              | ...                      | 0.05              | 1.95                   | 0.17 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |      |
| Orissa.         | Orissa.   | Palamau ...              | Palamau (Daitongang) ... | ...               | ...                    | 0.03 | ...  | 0.28 | 0.15 | 0.01 | 0.41 | ...  | 1.10 | 0.22 | ...  | ...  | ...  | ...  | ...  | 1.51 |      |      |      |
|                 |           | Baumath ...              | ...                      | ...               | ...                    | 0.65 | 0.50 | 1.95 | ...  | 1.30 | 0.35 | 1.02 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0.30 |      |      |      |
|                 |           | Husainabad ...           | ...                      | ...               | ...                    | 0.83 | 1.00 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |      |
|                 |           | Gariwa ...               | ...                      | ...               | 0.11                   | 0.21 | ...  | 0.10 | ...  | 0.42 | ...  | 0.64 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |      |
|                 |           | Mahudaur ...             | ...                      | ...               | 0.18                   | 0.10 | 1.19 | ...  | ...  | 1.66 | 0.20 | 0.75 | 0.40 | ...  | ...  | ...  | ...  | ...  | ...  | 0.28 |      |      |      |
|                 |           | Panki ...                | 0.40                     | ...               | ...                    | ...  | 0.10 | ...  | ...  | 1.20 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 1.17 |      |      |      |
|                 |           | Latehar ...              | 0.14                     | ...               | ...                    | 0.50 | 0.15 | 0.15 | ...  | 0.02 | 1.10 | 0.68 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0.13 |      |      |      |
|                 |           | Nagarutari ...           | ...                      | ...               | 0.45                   | ...  | 0.03 | ...  | 0.17 | 0.02 | ...  | 0.65 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | 0.04 |      |      |      |
|                 |           | Ranka ...                | ...                      | ...               | 1.50                   | ...  | 0.20 | 0.50 | 1.87 | ...  | 0.50 | 2.87 | 0.10 | ...  | ...  | ...  | ...  | ...  | ...  | 0.46 |      |      |      |
|                 |           | Chattarpur ...           | ...                      | ...               | ...                    | ...  | 1.35 | 1.98 | 0.45 | 0.40 | 0.56 | 0.82 | 0.04 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  |      |      |
| Orissa.         | Orissa.   | Manbhum ...              | Purulia ...              | ...               | 1.33                   | 0.82 | 0.42 | 0.02 | 0.78 | ...  | ...  | 0.60 | 0.26 | 0.79 | 0.03 | ...  | 0.72 | ...  | ...  | 1.32 |      |      |      |
|                 |           | Gobindpur ...            | ...                      | 0.08              | 0.13                   | 0.04 | 0.30 | 0.13 | ...  | ...  | 0.09 | 0.42 | 1.54 | 0.07 | 0.10 | ...  | ...  | ...  | 0.86 | ...  |      |      |      |
|                 |           | Baghatbhum ...           | ...                      | ...               | 1.50                   | 0.90 | 2.41 | 0.50 | ...  | ...  | ...  | 1.86 | 0.06 | 0.78 | ...  | 0.84 | 0.11 | ...  | 0.12 | ...  |      |      |      |
|                 |           | Basrahbhum ...           | ...                      | ...               | 0.13                   | 0.40 | 0.30 | 0.30 | ...  | ...  | ...  | 0.55 | 0.10 | 0.62 | 1.25 | ...  | ...  | ...  | ...  | 0.02 |      |      |      |
|                 |           | Jhalsi ...               | ...                      | ...               | 0.35                   | 0.47 | 0.07 | 0.53 | 0.26 | 0.53 | ...  | 0.15 | 0.26 | 1.45 | 0.50 | ...  | ...  | ...  | ...  | 0.45 |      |      |      |
|                 |           | Chas ...                 | 0.10                     | 0.30              | 0.29                   | 0.57 | ...  | 0.05 | ...  | 0.30 | ...  | 0.65 | 1.45 | 0.50 | ...  | ...  | ...  | ...  | ...  | 0.45 |      |      |      |
|                 |           | Pandra ...               | ...                      | 0.03              | 0.24                   | 0.14 | 0.83 | 1.50 | ...  | ...  | ...  | 1.33 | 1.45 | 0.12 | 0.72 | 0.12 | ...  | 0.11 | ...  | 0.05 |      |      |      |
|                 |           | Orissa.                  | Orissa.                  | Singbhum ...      | Chaibassa ...          | ...  | ...  | 0.33 | 0.17 | 0.59 | 0.05 | 0.03 | 0.02 | ...  | 1.18 | 0.28 | ...  | ...  | ...  | ...  | ...  | 0.23 |      |
|                 |           |                          |                          | Chakracharpur ... | 0.40                   | 0.08 | ...  | ...  | 1.38 | ...  | 0.29 | ...  | ...  | 1.23 | ...  | 0.50 | 0.17 | ...  | ...  | ...  | 0.53 |      |      |
|                 |           |                          |                          | Ghatsila ...      | 0.13                   | 0.27 | 0.63 | 0.09 | ...  | ...  | ...  | 0.31 | ...  | 0.60 | 0.90 | ...  | ...  | ...  | ...  | ...  |      |      |      |



## Bengal in August 1902—concluded.

|    | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   | Number of rainy days. | Average number of rainy days. | Total rainfall for the month. | Average rainfall for the month. | Heaviest rain-fall during the month. | Total rainfall from 16th May up to 31st Aug. 1902. | Average rainfall from 16th May up to 31st Aug. | Station.      | District.     | Division. | Meteorological Division. |
|----|------|------|------|------|------|------|------|------|------|-----------------------|-------------------------------|-------------------------------|---------------------------------|--------------------------------------|--|--|---------------|---------------|-----------|--------------------------|
| 10 | 0.06 | 1.08 | 0.07 | 0.11 | ...  | ...  | ...  | 0.83 | 0.11 | 17                    | 17.33                         | 11.47                         | 14.56                           | 2.78                                 | 39.08  | 37.95  | Assenboni.    | Sonthal Par-  | Bha-      | ...                      |
| 11 | ...  | 0.30 | 0.11 | 0.05 | ...  | ...  | ...  | ...  | 0.25 | 18                    | 15.29                         | 10.59                         | 13.50                           | 1.85                                 | 37.25  | 42.43  | Katikund.     | ganasa—concl. | gal-      | ...                      |
| 12 | ...  | 0.60 | 0.40 | 0.30 | 0.20 | 0.20 | ...  | ...  | 0.33 | 14                    | 16.14                         | 8.88                          | 10.30                           | 2.15                                 | 36.41  | 37.10  | Madhupur.     | ganasa—concl. | pur—      | ...                      |
| 13 | ...  | 0.31 | 0.35 | 1.39 | 0.09 | ...  | ...  | ...  | ...  | 9                     | 16.29                         | 8.63                          | 11.89                           | 2.10                                 | 37.08  | 34.80  | Sarwan.       | ganasa—concl. | pur—      | ...                      |
| 14 | ...  | ...  | 0.54 | 1.28 | ...  | 0.25 | ...  | 0.17 | ...  | 8                     | 17.83                         | 3.47                          | 11.47                           | 1.28                                 | 31.04  | 34.89  | Sarst.        | ganasa—concl. | pur—      | ...                      |
| 15 | ...  | ...  | 0.16 | 0.17 | ...  | ...  | ...  | ...  | ...  | 6                     | 10.14                         | 3.21                          | 9.70                            | 1.88                                 | 28.74  | 32.23  | Barkope.      | ganasa—concl. | pur—      | ...                      |
| 16 | ...  | 0.53 | ...  | 0.61 | ...  | ...  | ...  | 0.17 | ...  | 16                    | 16.00                         | 10.18                         | 12.29                           | 2.35                                 | 37.00  | 36.42  | Barkope.      | ganasa—concl. | pur—      | ...                      |
| 17 | ...  | ...  | 0.09 | 1.50 | ...  | ...  | ...  | ...  | ...  | 8                     | ...                           | ...                           | ...                             | 1.82                                 | 31.80  | ...  | Mohaspur.     | ganasa—concl. | pur—      | ...                      |
| 18 | ...  | 0.59 | 0.24 | 0.05 | ...  | ...  | ...  | ...  | ...  | 12                    | 16.57                         | 6.95                          | 10.76                           | 1.91                                 | 34.74  | 34.95  | Hiranpur.     | ganasa—concl. | pur—      | ...                      |
| 19 | ...  | 0.08 | 1.08 | 1.14 | 0.53 | ...  | ...  | ...  | ...  | 13                    | 13.86                         | 10.15                         | 11.38                           | 2.10                                 | 34.53  | 36.55  | Barharwa.     | ganasa—concl. | pur—      | ...                      |
| 20 | ...  | 0.92 | 0.45 | 0.22 | ...  | ...  | ...  | ...  | ...  | 11                    | ...                           | 7.72                          | ...                             | 1.67                                 | 28.41  | ...  | Sahibganj.    | ganasa—concl. | pur—      | ...                      |
| 21 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...                   | ...                           | ...                           | ...                             | ...                                  | ...  | ...  | Barto.        | ganasa—concl. | pur—      | ...                      |
| 22 | ...  | 0.90 | ...  | ...  | 0.30 | ...  | 0.85 | 0.80 | 0.65 | 13                    | 14.38                         | 10.27                         | 12.48                           | 2.08                                 | 41.98  | 34.48  | Jagatsingpur  | Cuttack.      | ...       | ...                      |
| 23 | ...  | 0.73 | 2.06 | ...  | ...  | ...  | ...  | 0.33 | 0.40 | 11                    | 15.33                         | 9.89                          | 11.55                           | 2.95                                 | 44.93  | 33.90  | Ranki.        | Cuttack.      | ...       | ...                      |
| 24 | ...  | 0.45 | 4.32 | ...  | ...  | 0.71 | 0.04 | 1.15 | 0.13 | 15                    | 16.19                         | 14.70                         | 12.43                           | 4.32                                 | 49.19  | 38.22  | Cuttack.      | Cuttack.      | ...       | ...                      |
| 25 | ...  | 1.40 | 3.25 | 0.24 | ...  | ...  | ...  | 0.13 | 1.24 | 17                    | 16.16                         | 15.04                         | 13.91                           | 3.25                                 | 34.23  | 40.00  | False Point.  | Cuttack.      | ...       | ...                      |
| 26 | ...  | 0.01 | 0.63 | 5.45 | ...  | ...  | ...  | 0.11 | 0.03 | 17                    | 15.50                         | 15.01                         | 13.17                           | 6.45                                 | 40.17  | 37.51  | Kendrapara.   | Cuttack.      | ...       | ...                      |
| 27 | ...  | 0.49 | 4.84 | ...  | ...  | ...  | ...  | 0.12 | 1.4  | 14                    | 15.45                         | 12.82                         | 12.32                           | 4.84                                 | 40.57  | 38.42  | Jajpur.       | Cuttack.      | ...       | ...                      |
| 28 | ...  | 4.27 | ...  | ...  | 0.25 | ...  | 0.25 | 0.05 | 1.58 | 14                    | 14.88                         | 10.83                         | 12.65                           | 4.27                                 | 37.48  | 38.30  | Dhamsala.     | Cuttack.      | ...       | ...                      |
| 29 | ...  | 0.52 | 2.02 | ...  | 0.03 | ...  | ...  | 0.28 | 0.69 | 14                    | 16.20                         | 10.45                         | 13.76                           | 2.92                                 | 34.84  | 37.71  | Salepur.      | Cuttack.      | ...       | ...                      |
| 30 | ...  | 0.20 | 3.50 | ...  | ...  | 0.27 | 0.37 | 0.22 | 0.30 | 17                    | 15.35                         | 10.59                         | 12.92                           | 3.50                                 | 29.36  | 36.63  | Akhyapada     | Balasore.     | ...       | ...                      |
| 31 | ...  | 1.10 | 1.42 | ...  | 0.05 | 0.07 | ...  | 1.16 | ...  | 10                    | 14.29                         | 10.46                         | 11.97                           | 1.62                                 | 33.17  | 35.60  | Chandbali.    | Balasore.     | ...       | ...                      |
| 32 | ...  | 0.30 | 0.27 | 1.20 | ...  | 0.16 | ...  | 0.64 | ...  | 15                    | 14.61                         | 5.52                          | 11.98                           | 1.20                                 | 32.68  | 36.98  | Bhadrak.      | Balasore.     | ...       | ...                      |
| 33 | ...  | 0.56 | 0.43 | ...  | ...  | ...  | ...  | 0.35 | ...  | 15                    | 15.11                         | 10.83                         | 10.98                           | 3.28                                 | 36.90  | 34.13  | Soro.         | Balasore.     | ...       | ...                      |
| 34 | ...  | 0.52 | 0.58 | ...  | ...  | 0.05 | ...  | 1.40 | ...  | 14                    | 16.03                         | 9.78                          | 12.27                           | 2.70                                 | 33.41  | 37.60  | Balasore.     | Balasore.     | ...       | ...                      |
| 35 | ...  | 1.28 | 0.36 | ...  | ...  | ...  | ...  | 0.06 | ...  | 15                    | 14.36                         | 12.17                         | 11.44                           | 1.62                                 | 39.55  | 36.10  | Jellapore.    | Balasore.     | ...       | ...                      |
| 36 | ...  | 0.39 | 0.60 | ...  | ...  | 0.22 | ...  | ...  | ...  | 9                     | 16.36                         | 8.63                          | 12.04                           | 1.90                                 | 37.46  | 38.46  | Baripada.     | Balasore.     | ...       | ...                      |
| 37 | ...  | 0.48 | 1.15 | ...  | 0.25 | ...  | ...  | 0.27 | ...  | 12                    | 14.21                         | 8.08                          | 10.01                           | 2.34                                 | 29.69  | 32.53  | Angul.        | Angul.        | ...       | ...                      |
| 38 | ...  | 0.50 | 1.90 | ...  | 0.04 | 2.00 | 0.32 | 0.88 | 0.19 | 20                    | 16.42                         | 16.54                         | 10.89                           | 2.69                                 | 31.56  | 35.17  | Bissipara.    | Angul.        | ...       | ...                      |
| 39 | ...  | 0.84 | 1.32 | 0.38 | ...  | 0.17 | 0.05 | 0.12 | 0.40 | 17                    | 18.45                         | 16.72                         | 16.88                           | 3.67                                 | 54.12  | 52.16  | Pal Lahara.   | Angul.        | ...       | ...                      |
| 40 | ...  | 0.96 | 2.08 | ...  | ...  | 0.09 | 0.14 | 2.39 | 11   | 14.32                 | 9.58                          | 11.29                         | 2.30                            | 38.85                                | 35.92  | Talchar.                                       | Angul.        | ...           | ...       |                          |
| 41 | ...  | 0.83 | 5.10 | ...  | ...  | 0.84 | 0.60 | 0.57 | 18   | 16.32                 | 13.18                         | 11.97                         | 5.10                            | 47.05                                | 37.35  | Dhenkanal.                                     | Angul.        | ...           | ...       |                          |
| 42 | ...  | 0.57 | 4.37 | ...  | ...  | 0.03 | 0.14 | 0.50 | 0.38 | 17                    | ...                           | ...                           | ...                             | 4.37                                 | 46.04  | ...  | Baisinga.     | Angul.        | ...       | ...                      |
| 43 | ...  | 0.15 | 0.30 | 2.67 | ...  | 1.58 | ...  | 0.22 | 0.46 | 17                    | 16.75                         | 10.69                         | 11.84                           | 2.57                                 | 34.09  | 33.97  | Narsingpur.   | Angul.        | ...       | ...                      |
| 44 | ...  | 0.27 | 2.70 | ...  | 0.28 | ...  | 1.18 | 0.40 | 0.42 | 18                    | 15.33                         | 9.51                          | 9.76                            | 2.70                                 | 23.56  | 29.67  | Chhendipadah. | Angul.        | ...       | ...                      |
| 45 | ...  | 0.45 | 1.10 | ...  | 0.27 | ...  | 0.15 | 0.50 | 0.72 | 17                    | ...                           | ...                           | ...                             | 1.20                                 | 35.17  | ...  | Tkera.        | Angul.        | ...       | ...                      |
| 46 | ...  | 0.52 | 2.84 | 0.56 | 1.04 | ...  | 0.12 | 0.29 | 20   | ...                   | ...                           | ...                           | 2.84                            | 27.30                                | ...  | Kumarkhole.                                    | Angul.        | ...           | ...       |                          |
| 47 | ...  | 0.71 | 3.61 | 0.07 | 0.88 | 0.09 | 0.02 | ...  | 1.00 | 13                    | ...                           | 13.48                         | ...                             | 3.61                                 | 32.56  | ...  | ...           | ...           | ...       | ...                      |
| 48 | ...  | 2.05 | 2.37 | ...  | ...  | ...  | 0.49 | 1.26 | 1.32 | 18                    | 12.85                         | 17.28                         | 12.13                           | 2.37                                 | 40.79  | 32.07  | Puri.         | Puri.         | ...       | ...                      |
| 49 | ...  | 1.86 | 3.62 | ...  | ...  | 1.02 | ...  | 0.20 | 1.00 | 18                    | 16.65                         | 19.02                         | 13.00                           | 2.62                                 | 56.06  | 37.28  | Khurda.       | Puri.         | ...       | ...                      |
| 50 | ...  | 0.18 | 0.85 | 1.18 | ...  | ...  | 0.32 | 0.23 | 0.19 | 17                    | 16.65                         | 11.21                         | 11.89                           | 2.50                                 | 32.79  | 31.15  | Bhanpur.      | Puri.         | ...       | ...                      |
| 51 | ...  | 0.06 | 2.20 | 5.56 | ...  | ...  | 0.40 | 0.79 | 1.40 | 19                    | 14.87                         | 11.32                         | 12.53                           | 5.56                                 | 47.04  | 33.67  | Gop.          | Puri.         | ...       | ...                      |
| 52 | ...  | 2.03 | 1.30 | ...  | ...  | ...  | 0.36 | 0.26 | 0.26 | 17                    | 11.73                         | 13.32                         | 12.53                           | 2.25                                 | 32.91  | 25.11  | Satpara.      | Puri.         | ...       | ...                      |
| 53 | ...  | 0.31 | 0.77 | 3.90 | ...  | 0.29 | 0.78 | 0.97 | 31   | 16.13                 | 19.06                         | 14.48                         | 3.90                            | 45.65                                | 36.06  | Pipli.   | Puri.         | ...           | ...       |                          |
| 54 | ...  | 2.75 | ...  | 0.45 | ...  | 0.24 | 0.45 | 0.26 | 16   | 12.86                 | 11.94                         | 12.40                         | 2.75                            | 33.48                                | 37.67  | Nayagarh.                                      | Puri.         | ...           | ...       |                          |
| 55 | ...  | 1.19 | ...  | ...  | ...  | 1.58 | 0.18 | 1.35 | 10   | 16.88                 | 8.93                          | 13.23                         | 1.19                            | 36.83                                | 36.42  | Ranpur.  | Puri.         | ...           | ...       |                          |
| 56 | ...  | 1.10 | 4.10 | ...  | ...  | ...  | 1.00 | 2.10 | 14   | ...                   | ...                           | ...                           | 4.10                            | 48.96                                | ...  | Kanas.   | Puri.         | ...           | ...       |                          |
| 57 | ...  | 0.74 | 0.11 | 1.10 | 0.32 | 0.08 | ...  | 0.80 | ...  | 14                    | 17.35                         | 9.21                          | 12.11                           | 2.58                                 | 36.25  | 35.43  | Pachamba      | Hazaribagh.   | ...       | ...                      |
| 58 | ...  | 0.66 | 0.57 | 0.32 | 0.05 | 0.10 | ...  | 0.29 | ...  | 14                    | 17.77                         | 6.71                          | 12.62                           | 1.42                                 | 25.33  | 36.31  | (Giridih).    | Hazaribagh.   | ...       | ...                      |
| 59 | ...  | 0.07 | 0.28 | 0.17 | 0.08 | 0.16 | ...  | 0.41 | ...  | 11                    | 16.31                         | 6.85                          | 11.98                           | 1.43                                 | 24.16  | 33.63  | Hazaribagh.   | Hazaribagh.   | ...       | ...                      |
| 60 | ...  | 0.15 | 0.26 | 0.07 | 0.07 | 0.16 | ...  | ...  | ...  | 11                    | 6.25                          | 4.86                          | 11.75                           | 1.47                                 | 19.76  | 37.88  | Barhi.        | Hazaribagh.   | ...       | ...                      |
| 61 | ...  | 0.13 | 0.15 | ...  | ...  | 0.75 | ...  | 0.60 | ...  | 10                    | 15.69                         | 6.08                          | 13.31                           | 1.75                                 | 22.51  | 38.54  | Chatra.       | Hazaribagh.   | ...       | ...                      |
| 62 | ...  | 1.50 | 0.80 | 1.10 | ...  | ...  | ...  | ...  | ...  | 11                    | 16.67                         | 9.30                          | 13.60                           | 2.10                                 | 24.15  | 37.78  | Kharadaha.    | Hazaribagh.   | ...       | ...                      |
| 63 | ...  | 0.02 | 1.25 | 0.14 | ...  | ...  | ...  | 0.42 | ...  | 10                    | 18.00                         | 7.35                          | 13.31                           | 2.26                                 | 28.08  | 35.41  | Ramgar.       | Hazaribagh.   | ...       | ...                      |
| 64 | ...  | 0.10 | 1.53 | 0.65 | ...  | 0.37 | 0.50 | 0.01 | ...  | 18                    | 17.84                         | 11.68                         | 11.97                           | 2.04                                 | 30.90  | 24.94  | Lohardaga.    | Ranchi.       | ...       | ...                      |
| 65 | ...  | 0.10 | 0.90 | ...  | 0.10 | 0.75 | ...  | 0.02 | ...  | 18                    | 16.65                         | 11.68                         | 11.97                           | 2.04                                 | 30.90  | 24.94  | Ranchi.       | Ranchi.       | ...       | ...                      |
| 66 | ...  | 0.28 | 1.64 | ...  | ...  | ...  | ...  | ...  | ...  | 15                    | 14.64                         | 6.15                          | 13.25                           | 2.80                                 | 20.40  | 36.90  | Silli.        | Ranchi.       | ...       | ...                      |
| 67 | ...  | 1.50 | 1.00 | 0.70 | ...  | ...  | 0.30 | 0.10 | 0.50 | 19                    | 16.29                         | 17.19                         | 17.59                           | 2.50                                 | 41.25  | 48.58  | Palkot.       | Ranchi.       | ...       | ...                      |
| 68 | ...  | 0.21 | 0.24 | 0.72 | 0.21 | ...  | 0.04 | 0.08 | 0.18 | 11                    | 19.57                         | 6.10                          | 12.62                           | 1.50                                 | 56.85  | ...  | Bano.         | Ranchi.       | ...       | ...                      |
| 69 | ...  | 1.50 | 1.20 | 0.65 | 0.46 | 0.43 | ...  | 0.29 | ...  | 10                    | ...                           | ...                           | ...                             | 1.50                                 | 29.11  | 30.34  | Tamar.        | Ranchi.       | ...       | ...                      |
| 70 | ...  | 0.95 | 1.10 | 0.73 | 0.50 | 0.45 | ...  | 0.10 | ...  | 12                    | 15.14                         | 10.87                         | 11.10                           | 1.25                                 | 27.97  | 34.83  | Kurdeg.       | Ranchi.       | ...       | ...                      |
| 71 | ...  | 0.51 | 0.76 | 1.26 | 0.85 | 0.84 | ...  | 0.85 | 0.08 | 19                    | 18.89                         | 21.52                         | ...                             | 3.23                                 | 44.08  | 50.65  | Chainpur.     | Ranchi.       | ...       | ...                      |
| 72 | ...  | 1.97 | 2.54 | 2.13 | 0.31 | ...  | 0.52 | ...  | 1.42 | 22                    | 20.21                         | 15.50                         | 16.62                           | 2.54                                 | 42.77  | 44.94  | Sirgaja.      | Ranchi.       | ...       | ...                      |
| 73 | ...  | 0.01 | 0.03 | 0.45 | 0.35 | 0.08 | 0.01 | ...  | 0.01 | 10                    | 15.74                         | 4.98                          | 12.11                           | 1.51                                 | 15.27  | 31.53  | Jashpur.      | Ranchi.       | ...       | ...                      |
| 74 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...                   | ...                           | ...                           | ...                             | ...                                  | ...  | ...  | Gangpur.      | Ranchi.       | ...       | ...                      |
| 75 | ...  | 0.50 | 0.55 | ...  | ...  | 0.05 | 0.25 | ...  | ...  | 11                    | 16.13                         | 7.82                          | 14.51                           | 1.95                                 | 25.76  | 37.90  | Palamau       | Palamau.      | ...       | ...                      |
| 76 | ...  | 1.17 | 0.59 | 0.25 | ...  | ...  | 0.59 | 0.50 | 0.14 | 8                     | 12.38                         | 5.97                          | 12.49                           | 1.95                                 | 21.95  | 36.13  | (Daltonganj). | Palamau.      | ...       | ...                      |
| 77 | ...  | 0.25 | 0.15 | 0.56 | ...  | ...  | 0.17 | 0.67 | 0.37 | 13                    | 15.40                         | 3.95                          | 14.58                           | 0.67                                 | 16.62  | 33.75  | Balunath.     | Palamau.      | ...       | ...                      |
| 78 | ...  | 0.06 | 0.07 | 0.90 | 0.09 | ...  | 0.20 | 0.14 | ...  | 15                    | ...                           | ...                           | ...                             | 1.06                                 | 22.08  | ...  | Husainabad.   | Palamau.      | ...       | ...                      |
| 79 | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...  | ...                   | ...                           | ...                           | ...                             | 1.06                                 | 22.08  | ...  | Garhwa.       | Palamau.      | ...       | ...                      |
| 80 | ...  | 0.05 | 0.50 | 1.78 | 0.12 | ...  | 0.05 | ...  | ...  | 11                    | ...                           | ...                           | ...                             | 1.20                                 | 23.29  | ...  | Mahadawar.    | Palamau.      | ...       | ...                      |
| 81 | ...  | 0.14 | 0.28 | 0.56 | 0.34 | 1.50 | ...  | 0.04 | ...  | 12                    | ...                           | ...                           | ...                             | 1.78                                 | 29.44  | ...  | Panki.        | Palamau.      | ...       | ...                      |
| 82 | ...  | ...  | 0.80 | 0.23 | 0.31 | 0.11 | 0.18 | ...  | 0.03 | 14                    | ...                           | ...                           | ...                             | 1.50                                 | 21.16  | ...  | Latehar.      | Palamau.      | ...       | ...                      |
| 83 | ...  | 0.17 | 0.39 | ...  | ...  | ...  | 0.42 | 1.25 | 11   | ...                   | ...                           | ...                           | ...                             | 2.87                                 | ...  | ...  | Nagarutari.   | Palamau.      |           |                          |

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS  
TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVA-  
TIONS TAKEN IN ASSAM, FOR THE MONTH OF AUGUST 1902.

WEATHER in Bengal during the greater part of August was generally such as occurs during the monsoon season with fairly well distributed, though not in all parts normal, rainfall. The exceptional conditions noticed in earlier reports still existed in the early half of the month, but soon after the middle a change of a marked kind occurred and was chiefly shown by the movement of three shallow depressions which passed north-westward from the Bay in rapid succession between the 19th and end of the month.

The principal disturbance in the first-half of the month was an exact parallel to one which occurred at the end of June and beginning of July, and which led to the commencement of general south-west monsoon weather in the greater part of Bengal. As on that occasion a fall of pressure began in Assam and North Bengal and extended southward over the Province, but chiefly westward along the Himalayan range. Rainfall began in the extreme east of Assam on the 9th, it extended to North Bengal on the 10th, and then came a general heavy fall over the whole of Bengal Proper on the 11th. This westerly and southerly extension of the rainfall area ceased suddenly, and the heavy falls on the 12th were confined to the hills and submontane districts.

The absence of any indication of disturbed weather over the Bay on the south of the Province during the days preceding the changes referred to, as well as the fact that not only pressure but also temperature began to fall in the north-east first and that the extension of those changes was southward and westward, show that the disturbance was of a kind which, though not rare in the present season, has been exceptional in previous years. Also the information obtained from the ground level observations is insufficient to account for the occurrence of the general heavy rainfall on the 11th.

The rainfall of those days forms a considerable portion of what was recorded in North Bengal during the month, as an important change began soon afterwards, a change which may not have been independent of the earlier occurrences, but which in the absence of information must be treated as separate and independent.

The first indication of the change was the formation of the shallow depression in the west or south-west of the Bay about the 15th. It remained shallow and ill-defined for several days, causing irregularly cyclonic winds on the coast of the Circars and Madras. The winds never attained to even moderate strength; and the chief feature was the fall of temperature, which, beginning in the extreme south-west of the Bay, moved north-westward into India. The central area of the depression on the 19th was near the north coast of the Circars, as shown by the northerly winds at Vizagapatam and Gopalpur. On the following day the depression having moved westward, weather was of ordinary monsoon character over the Bay and Province.

Usually when depressions are forming over the Bay, especially in August and September, and northerly winds prevail over the Province owing to the indraught towards the low pressure area, rainfall to a great extent ceases in Bengal. During the days between the 15th and 19th when the above disturbance affected weather in the west of the Bay, very little rain fell in the western districts, but showers, generally light, were of almost daily occurrence in East and North Bengal. After the depression passed inland on the 19th, general light or moderate rain fell over the greater part of the Province, but it soon ceased because of the approach from the east of another disturbance towards the north of the Bay.

This disturbance was first shown by a moderate fall of pressure in the south of Burma on the 21st. The fall was more rapid on the 22nd, and there was then a well marked depression over the area represented by Rangoon and Moulmein, with a very uniform distribution of pressure over the Province and the north of the Bay. The depression continued to move north-westward, the central area being south-east from Akyab on the 23rd and close to the Orissa Coast on the 24th. Some development had occurred during the two days the disturbance was over the Bay, and when the centre was in the north-west angle, there was a steep pressure gradient with strongish winds over the whole sea area. The highest wind velocity at Diamond Island was 20 miles an hour on the 23rd, and on the west coast 25 miles at Saugor Island and Gopalpur on the 24th.

On the 25th the depression was inland and over Chota Nagpur, and on the 26th it had moved westward beyond the boundary of the Province. A few stations in Orissa and Chota Nagpur reported heavy rainfall during the passage of the disturbance, and after it had moved westward, general light rain fell in the northern districts for a day or two.

The recovery of pressure after the passage of the above depression over Bengal was not complete when the third depression of the latter part of the month began to appear, again in the south of Burma. A moderate fall of pressure was reported from Moulmein and Tavoy on the 26th, and on the 27th the wind circulation was slightly abnormal on the Burma coast between Diamond Island and Akyab. But for several days the disturbance was very slight and was shown as a wide diffused depression over the north of the Bay with light irregularly cyclonic winds at coast stations. On the 31st it was better defined, the central area was near



the south coast of Orissa, and a steeper pressure gradient had developed over the south and centre of the Bay. The depression was still shallow, and the greatest defect was .1 inch at False Point. On the 1st September the centre was still over the Bay, but it then moved rapidly westward, and on the 2nd was to the west of Orissa.

Though there was very little wind with the disturbance and no heavy rainfall, showery weather became general over the Province after the passage inland.

The month was divided naturally into two equal parts. During the first-half fine settled weather prevailed over the Bay and general rain fell inland until the disturbance occurred in the Himalayan region in the second week. The period of general rainfall in Bengal was practically brought to a close by the heavy burst on the 11th, any heavy falls on subsequent days being chiefly in the northern district. During the second-half of the month weather was more disturbed over the Bay, and rainfall inland was not only lighter than during the first-half, but lighter than is usual at the time of the year. This was due to the westerly movement of the depressions and to the monsoon current being diverted westward from the Bay. The rainfall in Bengal generally during the latter half of the month occurred for two or three days at a time, while the depressions were in the north-west of the Bay and for a short time subsequent to the passage inland. At other times comparatively rainless weather prevailed, more especially in the western and central districts.

*Pressure* underwent considerable oscillations at times, but as no deep depression occurred, the daily rise or fall was never more than moderately rapid. The more noticeable changes were on the 9th and 10th, when weather was disturbed in the Himalayan region, and on the 24th and 25th, when the second of the three depressions of the latter part of the month was passing from the north-west angle of the Bay across the south-western districts. The fall in front of the depression was about .15 inch in 25 hours, and a rise of similar amount occurred during the recovery.

The difference from the normal on an average for the month varied from excess of .02 inch in Bengal Proper to defect of similar amount in the south of Burma and the south of Madras.

*Temperature.*—As cloud was not so heavy as usual in August, temperature was almost continuously higher than usual, though not by large amounts. The only occasions when comparatively cool weather was fairly general were about the 11th and the 26th after the rainfall caused by the disturbances of these dates. There was a rather large excess in Bihar while the depressions were developing over the Bay in the latter half of the month, the greatest being  $5^{\circ}$  on the 16th. At other times excess was only  $1^{\circ}$  or  $2^{\circ}$ . Owing to the continued excess from day to day the average temperature for the month is above the normal by considerable amounts. In South-West Bengal, Bihar and Chota Nagpur excess is  $1^{\circ}5$ , in East Bengal and Orissa about  $1^{\circ}$ , and in North Bengal rather less than  $1^{\circ}$ .

Excess in maximum temperature varied from  $2^{\circ}$  to  $3^{\circ}$  in the western districts to less than  $1^{\circ}$  in the east. In minimum readings it was smaller, and generally less than  $1^{\circ}$  in Bengal Proper. In the west of Bihar and Chota Nagpur it was about  $1^{\circ}5$  on an average for the month.

*Rainfall* on an average for the larger divisions was below the normal, except in North Bengal, where there was excess of 3.5 inches, and in Orissa, where there was a small excess of a quarter of an inch. The defect was large in Chota Nagpur, more than 5 inches, and moderate in Bihar, more than 3 inches.

The reasons for the heavy rainfall in North Bengal and Orissa have been given. In the former it was due to the disturbance in the Himalayan region about the 10th and 11th, and in the latter to the series of depressions which crossed the south-western districts during the second part of the month.

The area of largest defect is the north and east of Chota Nagpur. Over that area there was a uniform defect of about 6 inches. Excluding the Orissa coast districts and the sub-montane tract in the north of Bihar, where the rainfall was generally in excess, the whole of the western half of the Province received less than the usual amount, though not to any great extent, except in the part of Chota Nagpur referred to. In Bengal Proper the variation from the normal is irregular. Generally there is defect, except in the eastern half of North Bengal and in parts of East Bengal. The greatest excess is 17 inches at Baxa, and at a few stations in the extreme north-east it is between 8 and 10 inches. In Chittagong defect is generally between 8 and 10 inches.

The actual falls were below 7 inches in the north of Chota Nagpur and the adjacent part of South Bihar, and below 5 inches at a few scattered stations in that region. In the south of Chota Nagpur, the greater part of Orissa, the southern and eastern parts of Lower Bengal, the greater part of North Bengal and the extreme north of Bihar falls were 10 inches and upwards, the larger amounts as usual being in the south-east and north-east. In Cooch Behar, Jalpaiguri and Darjeeling, Netrokona and Noakhali amounts exceed 20 inches, and at a few stations in the extreme north of North Bengal falls were upwards of 30 inches.

The comparison of the actual rainfall in the various large divisions of the Province with the normal is most accurately and conveniently shown in the form of a percentage. The figures representing the rainfall for the month, calculated in this way, are included in the table below under the heading of August. This table really gives a condensed summary of



the rainfall statistics of the present year up to date for each meteorological division, the first eight columns giving the actual average rainfall in each division in each month, expressed as a percentage of the normal, while the ninth column gives the total rainfall for the first eight months expressed as a percentage of the normal rainfall for that period:—

| METEOROLOGICAL DIVISIONS. | January. | February. | March. | April. | May. | June. | July. | August. | Actual rainfall of first eight months of 1902 expressed as a percentage of the normal fall for the period. |
|---------------------------|----------|-----------|--------|--------|------|-------|-------|---------|--|
| South-West Bengal         | Nil      | 2         | 166    | 250    | 136  | 57    | 110   | 89      | 99   |
| North Bengal ...          | 11       | 2         | 261    | 154    | 112  | 108   | 112   | 123     | 116  |
| East Bengal ...           | Nil      | 1         | 85     | 308    | 127  | 131   | 129   | 92      | 127  |
| Bihar ...                 | 13       | 4         | 263    | 177    | 99   | 60    | 111   | 71      | 86   |
| Orissa ...                | 104      | 1         | 97     | 218    | 82   | 58    | 169   | 102     | 111  |
| Chota Nagpur ...          | 31       | 41        | 82     | 116    | 116  | 33    | 111   | 59      | 75   |

The following table gives full data for the comparison of the actual and normal rainfall of the month of August in all districts of the Province:—  
*Percentage Table for August 1902.*

| DIVISION.         | DISTRICT.              | Normal district rainfall for August. | Actual district rainfall for August 1902. | Percentage of actual to normal rainfall. | Percentage, excess (+), defect (—). |
|-------------------|------------------------|--------------------------------------|---|--|-------------------------------------|
| South-West Bengal | Burdwan                | ...                                  | 11.76                                     | 7.50                                     | 64 — 36                             |
|                   | Birbhum                | ...                                  | 11.45                                     | 12.34                                    | 108 + 8                             |
|                   | Bankura                | ...                                  | 11.89                                     | 6.98                                     | 59 — 41                             |
|                   | Midnapore              | ...                                  | 12.86                                     | 13.20                                    | 103 + 3                             |
|                   | Hooghly                | ...                                  | 12.55                                     | 9.56                                     | 76 — 24                             |
|                   | Howrah                 | ...                                  | 11.39                                     | 11.23                                    | 99 — 1                              |
|                   | 24-Parganas            | ...                                  | 13.29                                     | 11.14                                    | 84 — 16                             |
|                   | Calcutta               | ...                                  | 12.69                                     | 14.01                                    | 110 + 10                            |
|                   | Nadia                  | ...                                  | 10.96                                     | 8.43                                     | 77 — 23                             |
|                   | Murshidabad            | ...                                  | 10.45                                     | 13.21                                    | 126 + 26                            |
|                   | Jessore                | ...                                  | 10.67                                     | 8.38                                     | 79 — 21                             |
|                   | Khulna                 | ...                                  | 12.32                                     | 9.99                                     | 81 — 19                             |
|                   | Rajshahi               | ...                                  | 10.35                                     | 11.52                                    | 111 + 11                            |
|                   | Dinajpur               | ...                                  | 12.41                                     | 15.25                                    | 123 + 23                            |
| North Bengal      | Jalpaiguri             | ...                                  | 26.53                                     | 30.17                                    | 114 + 14                            |
|                   | Darjeeling             | ...                                  | 24.94                                     | 26.42                                    | 106 + 6                             |
|                   | Cooch Behar            | ...                                  | 19.28                                     | 30.73                                    | 159 + 59                            |
|                   | Rangpur                | ...                                  | 12.58                                     | 14.59                                    | 116 + 16                            |
|                   | Bogra                  | ...                                  | 11.48                                     | 14.63                                    | 127 + 27                            |
|                   | Pabna                  | ...                                  | 11.04                                     | 9.37                                     | 85 — 15                             |
|                   | Dacca                  | ...                                  | 12.59                                     | 12.48                                    | 99 — 1                              |
|                   | Mymensingh             | ...                                  | 14.96                                     | 16.46                                    | 110 + 10                            |
|                   | Faridpur               | ...                                  | 11.49                                     | 11.23                                    | 98 — 2                              |
|                   | Backergunge            | ...                                  | 16.21                                     | 14.18                                    | 87 — 13                             |
| East Bengal       | Tippera                | ...                                  | 12.78                                     | 13.12                                    | 95 — 5                              |
|                   | Noakhali               | ...                                  | 23.92                                     | 23.25                                    | 97 — 3                              |
|                   | Chittagong             | ...                                  | 21.92                                     | 15.60                                    | 71 — 29                             |
|                   | Chittagong Hill Tracts | ...                                  | 16.44                                     | 12.76                                    | 78 — 22                             |
|                   | Patna                  | ...                                  | 11.21                                     | 8.82                                     | 79 — 21                             |
|                   | Gaya                   | ...                                  | 11.72                                     | 6.69                                     | 57 — 43                             |
|                   | Shahabad               | ...                                  | 11.64                                     | 6.63                                     | 57 — 43                             |
|                   | Saran                  | ...                                  | 11.00                                     | 7.29                                     | 66 — 34                             |
|                   | Champaran              | ...                                  | 12.81                                     | 12.02                                    | 94 — 6                              |
|                   | Muzaffarpur            | ...                                  | 11.00                                     | 9.87                                     | 90 — 10                             |
| Bihar             | Darbhanga              | ...                                  | 12.51                                     | 10.19                                    | 81 — 19                             |
|                   | Monghyr                | ...                                  | 11.41                                     | 6.86                                     | 60 — 40                             |
|                   | Bhagalpur              | ...                                  | 11.66                                     | 8.31                                     | 71 — 29                             |
|                   | Purnea                 | ...                                  | 14.98                                     | 13.22                                    | 88 — 12                             |
|                   | Malda                  | ...                                  | 11.07                                     | 8.43                                     | 76 — 24                             |
|                   | Sonthal Parganas       | ...                                  | 11.66                                     | 7.88                                     | 68 — 32                             |
|                   | Cuttack                | ...                                  | 12.77                                     | 12.39                                    | 97 — 3                              |
| Orissa            | Balasore               | ...                                  | 11.86                                     | 9.71                                     | 82 — 18                             |
|                   | Puri                   | ...                                  | 12.31                                     | 15.40                                    | 125 + 25                            |
|                   | Hazaribagh             | ...                                  | 12.63                                     | 7.17                                     | 57 — 43                             |
| Chota Nagpur      | Ranchi                 | ...                                  | 13.31                                     | 10.65                                    | 80 — 20                             |
|                   | Palamau                | ...                                  | 13.42                                     | 5.45                                     | 41 — 59                             |
|                   | Manbhum                | ...                                  | 12.55                                     | 9.20                                     | 73 — 27                             |
|                   | Singhbhum              | ...                                  | 14.56                                     | 7.17                                     | 49 — 51                             |

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of August 1902:—

| METEOROLOGICAL DIVISIONS. | TEMPERATURE.                   |                               |                         |                        |                       |  | RAINFALL— |                 |            |                          |                                 |            |                      |                 |
|---------------------------|--------------------------------|-------------------------------|-------------------------|------------------------|-----------------------|--|-----------|-----------------|------------|--------------------------|---------------------------------|------------|----------------------|-----------------|
|                           | Highest observed during month. | Lowest observed during month. | Averages for month.     |                        |                       | Average mean of month above or below normal mean of month. | Of month. |                 |            | Rainy days.              |                                 |            | Since 16th May 1902. |                 |
|                           |                                |                               | Of highest of each day. | Of lowest of each day. | Of mean for each day. |  | Average.  | Normal average. | Variation. | Average number in month. | Normal average number in month. | Variation. | Average.             | Normal average. |
|                           |                                |                               |                         |                        |                       |  |           |                 |            |                          |                                 |            |                      |                 |
| South-West Bengal         | 97·3                           | 73·9                          | 90·6                    | 79·2                   | 85·0                  | +1·5   | 10·52     | 11·80           | —1·28      | 13·60                    | 15·53                           | —1·93      | 33·43                | 37·76           |
| North Bengal              | 96·2                           | 72·1                          | 88·6                    | 78·7                   | 83·7                  | +0·7   | 18·09     | 15·23           | +3·46      | 14·47                    | 15·32                           | —0·85      | 63·89                | 57·61           |
| East Bengal               | 94·8                           | 73·3                          | 88·0                    | 78·2                   | 83·1                  | +1·0   | 14·81     | 16·14           | —1·33      | 16·66                    | 17·89                           | —1·23      | 67·88                | 57·32           |
| Bihar                     | 98·2                           | 72·3                          | 90·7                    | 79·4                   | 85·1                  | +1·4   | 8·40      | 11·83           | —3·43      | 11·51                    | 13·80                           | —2·29      | 29·03                | 34·07           |
| Orissa                    | 96·4                           | 74·1                          | 89·5                    | 78·5                   | 84·0                  | +1·1   | 12·62     | 12·33           | +0·29      | 15·43                    | 15·12                           | +0·31      | 38·79                | 35·79           |
| Chota Nagpur*             | 96·6                           | 71·4                          | 88·3                    | 76·2                   | 82·3                  | +1·7   | 7·90      | 13·29           | —5·39      | 12·67                    | 16·44                           | —3·57      | 27·42                | 38·07           |
| Assam                     | 98·6                           | 70·5                          | 87·9                    | 77·6                   | 82·8                  | 0  |           |                 |            |                          |                                 |            |                      |                 |

\* Farulia not included.

METEOROLOGICAL OFFICE, BENGAL,  
The 16th September 1902.

C. LITTLE,  
Meteorological Reporter to the Govt. of Bengal.

*Vital Statistics of the Districts of Bengal for the month of July 1902.*

| DIVISIONS. | DISTRICTS.                      | BIRTHS.                          |                                | DEATHS.              |                            |                      |                            |                      |                            |                      |                            |                      |                            |                       |                            |                      | AVERAGE OF CORRESPONDING MONTH OF PREVIOUS FIVE YEARS. |                      | REMARKS. |                            |                      |                            |                      |                            |    |
|------------|---------------------------------|----------------------------------|--------------------------------|----------------------|----------------------------|----------------------|----------------------------|----------------------|----------------------------|----------------------|----------------------------|----------------------|----------------------------|-----------------------|----------------------------|----------------------|--|----------------------|----------|----------------------------|----------------------|----------------------------|----------------------|----------------------------|----|
|            |                                 | Population under registra- tion. | Ratio per 1,000 of population. | CHOLERA.             |                            | SMALL-POX.           |                            | PLAGUE.              |                            | FEVER.               |                            | DYSENTERY DIARRHEA.  |                            | RESPIRATORY DISEASES. |                            | INJURY.              |  | OTHER CAUSES.        |          | TOTAL OF ALL CAUSES.       |                      |                            |                      |                            |    |
|            |                                 |                                  |                                | Number register- ed. | Ratio per 1,000 of annuum. | Number register- ed. | Ratio per 1,000 of annuum. | Number register- ed. | Ratio per 1,000 of annuum. | Number register- ed. | Ratio per 1,000 of annuum. | Number register- ed. | Ratio per 1,000 of annuum. | Number register- ed.  | Ratio per 1,000 of annuum. | Number register- ed. | Ratio per 1,000 of annuum.                             | Number register- ed. |          | Ratio per 1,000 of annuum. | Number register- ed. | Ratio per 1,000 of annuum. | Number register- ed. | Ratio per 1,000 of annuum. |    |
| 1          | 2                               | 3                                | 4                              | 5                    | 6                          | 7                    | 8                          | 9                    | 10                         | 11                   | 12                         | 13                   | 14                         | 15                    | 16                         | 17                   | 18   | 19                   | 20       | 21                         | 22                   | 23                         | 24                   | 25                         | 26 |
| Burdwan    | Burdwan                         | 1,532,475                        | 28-08                          | 112                  | 84                         | 23                   | 79                         | ...                  | ...                        | 8110                 | 16-44                      | 72                   | 48                         | 3                     | 01                         | 68                   | 48   | 641                  | 4-99     | 8,023                      | 23-64                | 9,688                      | 20-88                |                            |    |
|            | Birbhum                         | 2,456                            | 35-00                          | 53                   | 36                         | 10                   | 63                         | ...                  | 1,023                      | 15-56                | 21                         | 24                   | ...                        | ...                   | 31                         | 36                   | 384  | 5-04                 | 1,407    | 19-80                      | 1,798                | 25-88                      |                      |                            |    |
|            | Bansdigha                       | 1,116,411                        | 32-56                          | 53                   | 48                         | 101                  | 108                        | ...                  | 1,614                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Midnapore                       | 2,780,114                        | 32-56                          | 973                  | 556                        | 783                  | 556                        | ...                  | 4,632                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Hooghly, including Seram- pore. | 1,669,252                        | 10-92                          | 78                   | 84                         | 16                   | 12                         | ...                  | 4,632                      | 16-36                | 146                        | 146                  | ...                        | ...                   | 86                         | 96                   | 311  | 3-48                 | 2,583    | 26-04                      | 2,011                | 23-22                      |                      |                            |    |
|            | Howrah                          | 850,514                          | 22-68                          | 138                  | 156                        | 37                   | 48                         | ...                  | 785                        | 10-32                | 239                        | 56                   | ...                        | ...                   | 68                         | 72                   | 423  | 5-84                 | 1,649    | 23-04                      | 1,086                | 17-40                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Nadia                           | 1,607,491                        | 27-24                          | 27                   | 12                         | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
|            | Murshidabad                     | 3,894                            | 34-20                          | 25                   | ...                        | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
| Presidency | Burdwan                         | 1,532,475                        | 28-08                          | 112                  | 84                         | 23                   | 79                         | ...                  | ...                        | 8110                 | 16-44                      | 72                   | 48                         | 3                     | 01                         | 68                   | 48   | 641                  | 4-99     | 8,023                      | 23-64                | 9,688                      | 20-88                |                            |    |
|            | Birbhum                         | 2,456                            | 35-00                          | 53                   | 36                         | 10                   | 63                         | ...                  | 1,023                      | 15-56                | 21                         | 24                   | ...                        | ...                   | 31                         | 36                   | 384  | 5-04                 | 1,407    | 19-80                      | 1,798                | 25-88                      |                      |                            |    |
|            | Bansdigha                       | 1,116,411                        | 32-56                          | 53                   | 48                         | 101                  | 108                        | ...                  | 1,614                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Midnapore                       | 2,780,114                        | 32-56                          | 973                  | 556                        | 783                  | 556                        | ...                  | 4,632                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Hooghly, including Seram- pore. | 1,669,252                        | 10-92                          | 78                   | 84                         | 16                   | 12                         | ...                  | 4,632                      | 16-36                | 146                        | 146                  | ...                        | ...                   | 86                         | 96                   | 311  | 3-48                 | 2,583    | 26-04                      | 2,011                | 23-22                      |                      |                            |    |
|            | Howrah                          | 850,514                          | 22-68                          | 138                  | 156                        | 37                   | 48                         | ...                  | 785                        | 10-32                | 239                        | 56                   | ...                        | ...                   | 68                         | 72                   | 423  | 5-84                 | 1,649    | 23-04                      | 1,086                | 17-40                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Nadia                           | 1,607,491                        | 27-24                          | 27                   | 12                         | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
|            | Murshidabad                     | 3,894                            | 34-20                          | 25                   | ...                        | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
| Rajshahi   | Burdwan                         | 1,532,475                        | 28-08                          | 112                  | 84                         | 23                   | 79                         | ...                  | ...                        | 8110                 | 16-44                      | 72                   | 48                         | 3                     | 01                         | 68                   | 48   | 641                  | 4-99     | 8,023                      | 23-64                | 9,688                      | 20-88                |                            |    |
|            | Birbhum                         | 2,456                            | 35-00                          | 53                   | 36                         | 10                   | 63                         | ...                  | 1,023                      | 15-56                | 21                         | 24                   | ...                        | ...                   | 31                         | 36                   | 384  | 5-04                 | 1,407    | 19-80                      | 1,798                | 25-88                      |                      |                            |    |
|            | Bansdigha                       | 1,116,411                        | 32-56                          | 53                   | 48                         | 101                  | 108                        | ...                  | 1,614                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Midnapore                       | 2,780,114                        | 32-56                          | 973                  | 556                        | 783                  | 556                        | ...                  | 4,632                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Hooghly, including Seram- pore. | 1,669,252                        | 10-92                          | 78                   | 84                         | 16                   | 12                         | ...                  | 4,632                      | 16-36                | 146                        | 146                  | ...                        | ...                   | 86                         | 96                   | 311  | 3-48                 | 2,583    | 26-04                      | 2,011                | 23-22                      |                      |                            |    |
|            | Howrah                          | 850,514                          | 22-68                          | 138                  | 156                        | 37                   | 48                         | ...                  | 785                        | 10-32                | 239                        | 56                   | ...                        | ...                   | 68                         | 72                   | 423  | 5-84                 | 1,649    | 23-04                      | 1,086                | 17-40                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Nadia                           | 1,607,491                        | 27-24                          | 27                   | 12                         | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
|            | Murshidabad                     | 3,894                            | 34-20                          | 25                   | ...                        | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
| Dacca      | Burdwan                         | 1,532,475                        | 28-08                          | 112                  | 84                         | 23                   | 79                         | ...                  | ...                        | 8110                 | 16-44                      | 72                   | 48                         | 3                     | 01                         | 68                   | 48   | 641                  | 4-99     | 8,023                      | 23-64                | 9,688                      | 20-88                |                            |    |
|            | Birbhum                         | 2,456                            | 35-00                          | 53                   | 36                         | 10                   | 63                         | ...                  | 1,023                      | 15-56                | 21                         | 24                   | ...                        | ...                   | 31                         | 36                   | 384  | 5-04                 | 1,407    | 19-80                      | 1,798                | 25-88                      |                      |                            |    |
|            | Bansdigha                       | 1,116,411                        | 32-56                          | 53                   | 48                         | 101                  | 108                        | ...                  | 1,614                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Midnapore                       | 2,780,114                        | 32-56                          | 973                  | 556                        | 783                  | 556                        | ...                  | 4,632                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Hooghly, including Seram- pore. | 1,669,252                        | 10-92                          | 78                   | 84                         | 16                   | 12                         | ...                  | 4,632                      | 16-36                | 146                        | 146                  | ...                        | ...                   | 86                         | 96                   | 311  | 3-48                 | 2,583    | 26-04                      | 2,011                | 23-22                      |                      |                            |    |
|            | Howrah                          | 850,514                          | 22-68                          | 138                  | 156                        | 37                   | 48                         | ...                  | 785                        | 10-32                | 239                        | 56                   | ...                        | ...                   | 68                         | 72                   | 423  | 5-84                 | 1,649    | 23-04                      | 1,086                | 17-40                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Nadia                           | 1,607,491                        | 27-24                          | 27                   | 12                         | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
|            | Murshidabad                     | 3,894                            | 34-20                          | 25                   | ...                        | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
| Chittagong | Burdwan                         | 1,532,475                        | 28-08                          | 112                  | 84                         | 23                   | 79                         | ...                  | ...                        | 8110                 | 16-44                      | 72                   | 48                         | 3                     | 01                         | 68                   | 48   | 641                  | 4-99     | 8,023                      | 23-64                | 9,688                      | 20-88                |                            |    |
|            | Birbhum                         | 2,456                            | 35-00                          | 53                   | 36                         | 10                   | 63                         | ...                  | 1,023                      | 15-56                | 21                         | 24                   | ...                        | ...                   | 31                         | 36                   | 384  | 5-04                 | 1,407    | 19-80                      | 1,798                | 25-88                      |                      |                            |    |
|            | Bansdigha                       | 1,116,411                        | 32-56                          | 53                   | 48                         | 101                  | 108                        | ...                  | 1,614                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Midnapore                       | 2,780,114                        | 32-56                          | 973                  | 556                        | 783                  | 556                        | ...                  | 4,632                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Hooghly, including Seram- pore. | 1,669,252                        | 10-92                          | 78                   | 84                         | 16                   | 12                         | ...                  | 4,632                      | 16-36                | 146                        | 146                  | ...                        | ...                   | 86                         | 96                   | 311  | 3-48                 | 2,583    | 26-04                      | 2,011                | 23-22                      |                      |                            |    |
|            | Howrah                          | 850,514                          | 22-68                          | 138                  | 156                        | 37                   | 48                         | ...                  | 785                        | 10-32                | 239                        | 56                   | ...                        | ...                   | 68                         | 72                   | 423  | 5-84                 | 1,649    | 23-04                      | 1,086                | 17-40                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Nadia                           | 1,607,491                        | 27-24                          | 27                   | 12                         | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
|            | Murshidabad                     | 3,894                            | 34-20                          | 25                   | ...                        | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
| Patna      | Burdwan                         | 1,532,475                        | 28-08                          | 112                  | 84                         | 23                   | 79                         | ...                  | ...                        | 8110                 | 16-44                      | 72                   | 48                         | 3                     | 01                         | 68                   | 48   | 641                  | 4-99     | 8,023                      | 23-64                | 9,688                      | 20-88                |                            |    |
|            | Birbhum                         | 2,456                            | 35-00                          | 53                   | 36                         | 10                   | 63                         | ...                  | 1,023                      | 15-56                | 21                         | 24                   | ...                        | ...                   | 31                         | 36                   | 384  | 5-04                 | 1,407    | 19-80                      | 1,798                | 25-88                      |                      |                            |    |
|            | Bansdigha                       | 1,116,411                        | 32-56                          | 53                   | 48                         | 101                  | 108                        | ...                  | 1,614                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Midnapore                       | 2,780,114                        | 32-56                          | 973                  | 556                        | 783                  | 556                        | ...                  | 4,632                      | 17-28                | 103                        | 56                   | ...                        | ...                   | 90                         | 48                   | 384  | 5-04                 | 2,384    | 25-56                      | 2,009                | 22-08                      |                      |                            |    |
|            | Hooghly, including Seram- pore. | 1,669,252                        | 10-92                          | 78                   | 84                         | 16                   | 12                         | ...                  | 4,632                      | 16-36                | 146                        | 146                  | ...                        | ...                   | 86                         | 96                   | 311  | 3-48                 | 2,583    | 26-04                      | 2,011                | 23-22                      |                      |                            |    |
|            | Howrah                          | 850,514                          | 22-68                          | 138                  | 156                        | 37                   | 48                         | ...                  | 785                        | 10-32                | 239                        | 56                   | ...                        | ...                   | 68                         | 72                   | 423  | 5-84                 | 1,649    | 23-04                      | 1,086                | 17-40                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Chhargana                       | 8,078,259                        | 41-14                          | 121                  | 72                         | 82                   | 56                         | ...                  | 2,872                      | 15-08                | 123                        | 60                   | ...                        | ...                   | 128                        | 58                   | 931  | 40-72                | 9,341    | 40-72                      | 8,004                | 30-04                      |                      |                            |    |
|            | Nadia                           | 1,607,491                        | 27-24                          | 27                   | 12                         | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
|            | Murshidabad                     | 3,894                            | 34-20                          | 25                   | ...                        | ...                  | ...                        | ...                  | 2,932                      | 27-24                | 12                         | ...                  | ...                        | ...                   | 101                        | 72                   | 378  | 2-64                 | 1,715    | 25-08                      | 1,673                | 25-64                      |                      |                            |    |
| Bhagalpur  | Burdwan                         | 1,532,475                        | 28-08                          | 112                  | 84                         | 23                   | 79                         | ...                  | ...                        | 8110                 | 16-44                      | 72                   | 48                         | 3                     | 01                         | 68                   | 48   | 641                  | 4-99     | 8,023                      | 23-64                | 9,688                      | 20-88                |                            |    |
|            | Birbhum                         | 2,456                            | 35-00                          | 53                   | 36                         | 10                   | 63                         | ...                  | 1,023                      | 15-56                | 21                         | 24                   |                            |                       |                            |                      |  |                      |          |                            |                      |                            |                      |                            |    |





IRRIGATION DEPARTMENT, BENGAL.  
IRRIGATION OPERATIONS FOR THE OFFICIAL YEAR 1902-1903.  
Areas leased for Irrigation up to end of July 1903.

| CIRCLE.  | District. | Canal.   | DETAILS OF AREAS LEASED.            |                             |                     |  |         |                |            |         |              |        | Rainfall, 1902-1903. |         | Rainfall, 1901-1902. |         | REMARKS. |        |       |       |               |          |
|--|-----------|--|-------------------------------------|-----------------------------|---------------------|--|---------|----------------|------------|---------|--------------|--------|----------------------|---------|----------------------|---------|----------|--------|-------|-------|---------------|----------|
|  |           |  | Estimated full discharge, in month. | Average discharge in month. | Discharge utilized. | Approximate area of land irrigated during the year up to the end of the month. |         | Season leases. |            |         |              |        | Grand Total.         | Inches. | Inches.              | Inches. |          |        |       |       |               |          |
|  |           |  |                                     |                             |                     | Long-term leases.  | Khairi. | Rabi.          | Sugarcane. | Bhadol. | Hot-weather. | Total. |                      |         |                      |         |          |        |       |       |               |          |
| 1  | 2         | 3  | 4                                   | 5                           | 6                   | 7  | 8       | 9              | 10         | 11      | 12           | 13     | 14                   | 15      | 16                   | 17      | 18       | 19     | 20    | 21    |               |          |
| ORISSA   | Cuttack   | Talanda, 1st reach                             | 1,343                               | 406                         | 95                  | 13,733   | 10,472  | 13,453         | 300        | .....   | .....        | .....  | .....                | .....   | 300                  | 13,733  | 23,75    | 33,02  | 14,07 | 19,07 | Kulsai.       |          |
|  |           | Ditto, 2nd "                                   | 566                                 | 154                         | .....               | .....  | .....   | .....          | .....      | .....   | .....        | .....  | .....                | .....   | .....                | .....   | .....    | .....  | ..... | ..... | Balia.        |          |
|  |           | Machgaon                                       | 766                                 | 223                         | 181                 | 29,769   | 15,375  | 29,003         | 767        | .....   | .....        | .....  | .....                | .....   | 767                  | 29,769  | 26,96    | 34,79  | 16,41 | 14,80 | Jagatsingpur. |          |
|  |           | Kendrapara                                     | 1,100                               | 612                         | 471                 | 50,323   | 30,905  | 46,413         | 3,921      | .....   | .....        | 6      | .....                | 12      | 3,929                | 50,323  | 16,19    | 26,86  | 8,87  | 17,30 | Kendrapatna.  |          |
|  |           | Gobri  | 373                                 | 69                          | 51                  | 4,889  | 3,173   | 4,171          | 718        | .....   | .....        | .....  | .....                | .....   | 718                  | 4,889   | 16,98    | 27,33  | 4,39  | 12,42 | Marsaghai.    |          |
|  |           | Do. Extension                                  | 648                                 | 96                          | 14                  | 2,471  | 2,129   | 2,406          | 65         | .....   | .....        | .....  | .....                | .....   | 65                   | 2,471   | 14,34    | 26,30  | 7,66  | 18,06 | Kendrapara.   |          |
|  |           | Palamundi                                      | 585                                 | 174                         | 136                 | 17,157   | 8,749   | 14,445         | 2,714      | .....   | .....        | .....  | .....                | .....   | 2,714                | 17,157  | 21,69    | 33,68  | 12,07 | 22,32 | Ichapur.      |          |
|  |           | High Level, Range I                            | 608                                 | 330                         | 187                 | 21,110   | 21,705  | 23,011         | 975        | .....   | .....        | .....  | 7                    | .....   | 1                    | 983     | 23,994   | 19,77  | 34,24 | 10,80 | Nurtang.      |          |
|  |           | Ditto, do. II                                  | 727                                 | 16                          | 23*                 | 3,307  | 3,314   | 4,646          | 35         | .....   | .....        | .....  | .....                | .....   | .....                | 35      | 4,681    | .....  | ..... | ..... | 18,28         | Jenapur. |
|  |           | Jajpur Canal, including Dudhai Channel         | 700                                 | 54                          | 53*                 | 5,349  | 10,354  | 3,278          | 1,517      | .....   | .....        | .....  | .....                | .....   | 19                   | 1,591   | 5,393    | 20,11  | 37,20 | 8,26  | 13,98         | Jajpur.  |
| SOUTH-WESTERN TEN.                                   | Midnapore | High Level, Range III                          | 727                                 | 346                         | 302*                | 34,334   | 12,267  | 31,901         | 1,409      | .....   | .....        | .....  | .....                | 181     | 2,969                | 34,170  | 15,08    | 27,38  | 8,48  | 16,23 | Akhayapada.   |          |
|  |           | Total  | .....                               | .....                       | .....               | 182,371  | 127,693 | 173,294        | 13,921†    | .....   | .....        | 247    | .....                | 213     | 13,381               | 186,685 | .....    | .....  | ..... | ..... | .....         |          |
|  |           | Total of the corresponding period of last year | .....                               | .....                       | .....               | .....  | .....   | .....          | 133,423    | 13,951‡ | .....        | 346    | .....                | 57      | 14,354               | 147,777 | .....    | .....  | ..... | ..... | .....         |          |
|  |           | Midnapore                                      | 1,411                               | 304,90                      | 288,38              | 61,466   | 65,746  | 57,635         | 10,973     | .....   | .....        | .....  | .....                | .....   | .....                | 10,973  | 68,608   | 13,09  | 31,61 | 9,15  | 23,26         |          |
|  |           | Panchkura                                      | 522                                 | 47,77                       | 53,23               | 6,498  | 4,066   | 8,154          | 56         | .....   | .....        | .....  | .....                | .....   | 56                   | 8,210   | 16,04    | 29,75  | 8,75  | 23,97 |               |          |
|  |           | Tidal Reaches, Ranges I & II                   | .....                               | .....                       | .....               | 53   | .....   | 350            | 10         | .....   | .....        | .....  | .....                | .....   | .....                | 10      | 360      | 13,75  | 30,77 | 14,36 | 32,02         |          |
|  |           | Total  | .....                               | .....                       | .....               | 67,986   | 69,812  | 66,159         | 11,037†    | .....   | .....        | .....  | .....                | .....   | .....                | 11,039  | 77,178   | .....  | ..... | ..... | .....         |          |
|  |           | Total of the corresponding period of last year | .....                               | .....                       | .....               | .....  | .....   | .....          | 58,842     | 16,594† | .....        | .....  | .....                | .....   | .....                | 16,594  | 75,756   | .....  | ..... | ..... | .....         |          |
|  |           | Western Main                                   | 4,342                               | 1,988                       | 73                  | 21,300   | 18,644  | 15,744         | 5,450      | .....   | .....        | .....  | .....                | .....   | 1,269                | 6,719   | 22,463   | .....  | ..... | ..... | .....         |          |
|  |           | SON  | Shahabad                            | Ruzar                       | 1,256               | 641  | 456     | 67,989         | 76,723     | 67,989  | 15,191       | .....  | .....                | .....   | .....                | .....   | 15,191   | 89,907 | 14,30 | 16,51 | 7,33          | 9,11     |
| Arrah  | 3,000     |  |                                     | 1,097                       | 770                 | 140,864  | 136,478 | 136,781        | 17,196     | .....   | .....        | .....  | .....                | .....   | 15,985               | 159,973 | 15,68    | 19,14  | 7,64  | 10,18 |               |          |
| Eastern Main   | .....     |  |                                     | .....                       | .....               | .....  | .....   | 1,783          | 1,124      | .....   | .....        | .....  | .....                | .....   | 44                   | 1,313   | 3,965    | 19,14  | 7,64  | 10,18 |               |          |
| Patna and Gaya.                                      | 1,466     |  |                                     | 487                         | 306                 | 70,388   | 71,299  | 54,769         | 15,155     | .....   | .....        | .....  | .....                | .....   | 8,001                | 18,166  | 10,52    | 14,00  | 7,45  | 10,60 |               |          |
| Total  | .....     |  |                                     | .....                       | .....               | 330,598  | 298,643 | 267,035        | 54,861     | .....   | .....        | .....  | .....                | .....   | 27,056               | 343,302 | .....    | .....  | ..... | ..... |               |          |
| Total of the corresponding period of last year       | .....     |  |                                     | .....                       | .....               | .....  | .....   | .....          | 264,629    | 53,564  | .....        | .....  | .....                | .....   | 26,033               | 334,246 | .....    | .....  | ..... | ..... |               |          |
| GRAND TOTAL  | .....     |  |                                     | .....                       | .....               | 570,905  | 466,107 | 506,378        | 78,321     | .....   | .....        | .....  | .....                | .....   | 27,279               | 612,135 | .....    | .....  | ..... | ..... |               |          |
| Grand Total of the corresponding period of last year | .....     |  |                                     | .....                       | .....               | .....  | .....   | .....          | 446,864    | 84,469  | .....        | .....  | .....                | .....   | 26,110               | 557,759 | .....    | .....  | ..... | ..... |               |          |
| Total of the corresponding period of last year       | .....     |  |                                     | .....                       | .....               | .....  | .....   | .....          | .....      | .....   | .....        | .....  | .....                | .....   | .....                | .....   | .....    | .....  | ..... | ..... | .....         |          |
| Grand Total of the corresponding period of last year | .....     |  |                                     | .....                       | .....               | .....  | .....   | .....          | .....      | .....   | .....        | .....  | .....                | .....   | .....                | .....   | .....    | .....  | ..... | ..... | .....         |          |

\* The differences between the average discharge and discharge utilized are due to leakages.  
† Exclusively for provisional lease.  
‡ Of this, 18,400 acres represent provisional lease, &c.

DARJEELING, 1902.  
The 12th September

R. C. EDGE,  
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 13th September 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE<br>13TH SEPTEMBER 1902. |                     |          | WEEK ENDING SATURDAY, THE<br>14TH SEPTEMBER 1901. |                     |          |
|------------------|---|---------------------|----------|---|---------------------|----------|
|                  | Number of<br>boats.                               | Weight of<br>cargo. | Tollage. | Number of<br>boats.                               | Weight of<br>cargo. | Tollage. |
|                  |   | Mds.                | Rs.      |   | Mds.                | Rs.      |
| Rice and paddy   | 668   | 88,775              | 1,079    | 537   | 70,100              | 891      |
| Jute             | 153   | 38,275*             | 605      | 137   | 38,700†             | 578      |
| Firewood         | 46  | 28,660              | 431      | 84  | 39,425              | 594      |
| Other articles   | 538   | 1,20,725            | 1,336    | 612   | 1,23,610            | 1,517    |
| Total            | 1,408   | 2,71,435            | 3,451    | 1,400   | 2,71,835            | 3,580    |

\* Weight by canal measurement, 37,712 maunds.

† Ditto ditto, 37,400 „



Results of the Meteorological Observations taken at the Alipore Observatory from 7th to 13th September 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 32° Fahr. | TEMPERATURE. |          |        |          | HYGROMETRY.    |                 |            |           | WIND.                 |     | Miles recorded. | Rain.   | WEATHER.                          |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|-----------------------|-----|-----------------|---------|-----------------------------------|
|        |       |                 |                                     |                                      | Mean.        | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction. |     |                 |         |                                   |
| 1902.  |       | °               |                                     | Inches.                              | °            | °        | °      | °        | °              | Inches          | °          | %         |                       |     |                 | Inches. |                                   |
| Sept.  | 7th   | 156.7           | 4.5                                 | 29.492                               | 84.1         | 91.2     | 11.8   | 79.4     | 81.1           | 1.021           | 79.9       | 87        | E and N               | ... | 73              | 0.04    | Chiefly cloudy, o, d.             |
| "      | 8th   | 115.3           | Nil                                 | .503                                 | 82.9         | 85.6     | 6.1    | 79.5     | 81.0           | 1.036           | 80.3       | 92        | W by S and SSW        |     | 83              | 1.08    | Cloudy, o, g, d, p, t, L.         |
| "      | 9th   | 134.9           | 0.2                                 | .624                                 | 81.8         | 84.6     | 7.2    | 77.4     | 79.8           | 0.992           | 79.0       | 91        | WSW, E and SSE        |     | 97              | 1.26    | Chiefly cloudy, o, g, d, p, t, L. |
| "      | 10th  | 148.7           | 2.9                                 | .754                                 | 83.2         | 88.3     | 10.5   | 77.8     | 80.3           | 1.000           | 79.2       | 88        | SSE                   | ... | 115             | 0.78    | Chiefly cloudy, o, d, p, t, L.    |
| "      | 11th  | 151.4           | 2.9                                 | .778                                 | 83.0         | 89.2     | 11.1   | 78.1     | 80.1           | 0.990           | 78.9       | 88        | SSE                   | ... | 78              | 0.06    | Chiefly cloudy, d.                |
| "      | 12th  | 148.0           | 3.9                                 | .713                                 | 84.1         | 89.0     | 9.9    | 79.1     | 79.7           | .956            | 77.9       | 81        | SSE and S by W        |     | 102             | 0.01    | Chiefly cloudy, d.                |
| "      | 13th  | 150.0           | 5.7                                 | .725                                 | 85.4         | 90.8     | 10.4   | 80.4     | 80.4           | .972            | 78.4       | 79        | S by W and S          | ... | 111             | Nil     | Partially cloudy.                 |

|  |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |         |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------|
| The mean pressure of the seven days  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Inches. |
| The average pressure of the corresponding period for 24 years, Surveyor-General's Office   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29.656  |
| The total number of hours of bright sunshine   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Hours.  |
| The maximum possible number of hours of sunshine   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 20.1    |
| The mean temperature of the seven days   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 86.5    |
| The average temperature of the corresponding period for 24 years, Surveyor-General's Office  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 83.5    |
| The extreme variation of temperature   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 83.2    |
| The maximum temperature  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 13.8    |
| The highest velocity of the wind in one hour   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 91.2    |
| The mean relative humidity   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Miles.  |
| The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9       |
| The total fall of rain from 7th to 13th September 1902   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7/8     |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 87      |
| The total fall from 1st January to 13th September 1902   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 86      |
| The average fall of the corresponding period for 24 years, Surveyor-General's Office   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Inches  |
| The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3.23    |
| The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3.14    |
| The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 56.71   |
| The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 53.64   |
| The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ...     |
| The mouth of the rain-gauge is one foot above the ground.  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ...     |

o, overcast; g, gloomy; d, drizzling rain; p, passing temporary showers; t, thunder; lightning.

G. W. KÜCHLER,  
for Meteorological Reporter to the Govt. of India  
and Director-General of Indian Observatories.

## Weekly Return of Traffic Receipts on Indian Railways

## EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 30th August 1902 on 1,913.49 miles open.

|  | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |                | Other earnings (estimated). | Total earnings.  | TRAFFIC TRAIN-MILES RUN. |              |           |
|--|-----------------------|--------------------|----------------------------------|----------------|-----------------------------|------------------|--------------------------|--------------|-----------|
|  | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.      |                             |                  | Coaching.                | Merchandise. | Total.    |
|  |                       | Rs. A. P.          | Mds. S.                          | Rs. A. P.      | Rs. A. P.                   | Rs. A. P.        |                          |              |           |
| Total traffic for the week                               | 325,013               | 3,38,514 5 0       | 46,11,289 30                     | 7,33,063 13 0  | 25,291 0 0                  | 10,96,869 2 0    | 100,764                  | 172,546      | 283,310   |
| Or per mile of railway                                   | ...                   | 176 14 6           | ...                              | 884 1 8        | 13 3 6                      | 873 3 8          | ...                      | ...          | ...       |
| For previous 7½ weeks of half-year.                      | 2,936,763*            | 27,04,576 1 0*     | 3,44,40,183 10†                  | 57,79,576 6 0† | 1,49,164 0 0‡               | 87,23,316 7 0    | 815,550§                 | 1,324,023§   | 2,169,582 |
| Total for 8½ weeks                                       | 3,261,776             | 31,33,090 6 0      | 3,90,51,473 0                    | 65,12,640 3 0  | 1,74,455 0 0                | 98,20,185 9 0    | 955,321                  | 1,496,569    | 2,451,892 |
| COMPARISON.  |                       |                    |                                  |                |                             |                  |                          |              |           |
| Total for corresponding week of previous year.           | 381,650‡              | 3,45,474 15 9      | 50,08,446 0                      | 8,60,263 10 3  | 20,034 10 10                | 12,25,773 4 10   | 105,875‡                 | 180,672‡     | 205,548   |
| Per mile of railway corresponding week of previous year. | ...                   | 187 15 4           | ...                              | 468 0 5        | 10 14 5                     | 66 14 3          | ...                      | ...          | ...       |
| Total for corresponding 8½ weeks of previous year.       | 3,513,389             | 36,36,905 10 11    | 4,60,99,880 0                    | 81,90,485 5 0  | 1,77,120 15 9               | 1,20,04,511 15 8 | 965,143‡                 | 1,814,040‡   | 2,779,184 |

(a) The decrease is chiefly in coal

\* Added No. of passengers 689 and Rs. 607 On account of difference between the approximate and audited figures for the week ended 26th

† Do. Mds. 3,25,233 and deducted „ 23,475 July 1902.

‡ Deducted „ 12,667

§ Audited figures up to 26th July 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period.              | Coaching Traffic.  |           | Merchandise and Mineral Traffic. |           | Other earnings. | Total.    | Per mile of Railway. | Train mileage. |        |
|---------------|----------------------|--------------------|-----------|----------------------------------|-----------|-----------------|-----------|----------------------|----------------|--------|
|               |                      | No. of Passengers. | Rs.       | Mds.                             | Rs.       | Rs.             | Rs.       | Rs.                  | No.            | Rate.  |
| 1,913'40      | 12 days of July      | 716,603            | 6,65,787  | 86,38,982                        | 14,63,289 | 31,611          | 21,60,687 | 1,129                | 509,575        | 4 3 10 |
| 1,913'40      | Week ended 19th July | 441,138            | 3,78,481  | 47,42,891                        | 8,02,446  | 16,686          | 11,97,612 | 626                  | 283,531        | 4 2 5  |
| 1,913'40      | „ „ 26th „           | 370,307            | 3,75,806  | 45,66,618                        | 7,07,453  | 16,816          | 11,00,075 | 575                  | 279,023        | 3 15 1 |
| 1,913'40      | „ „ 2nd August       | 346,160            | 3,47,770  | 41,34,650                        | 7,14,228  | 22,745          | 10,84,743 | 567                  | 284,300        | 3 13 1 |
| 1,913'40      | „ „ 9th „            | 351,538            | 3,46,767  | 40,99,290                        | 7,13,680  | 22,546          | 10,82,363 | 566                  | 278,008        | 3 15 8 |
| 1,913'40      | „ „ 16th „           | 367,679            | 3,46,046  | 41,45,085                        | 7,10,908  | 19,659          | 10,76,593 | 563                  | 266,565        | 4 0 7  |
| 1,913'40      | „ „ 23rd „           | 353,388            | 3,36,919  | 41,12,667                        | 6,68,173  | 19,122          | 10,21,214 | 534                  | 269,577        | 3 12 7 |
| 1,913'40      | „ „ 30th „           | 325,013            | 3,38,514  | 46,11,290                        | 7,33,064  | 25,911          | 10,96,869 | 573                  | 282,310        | 3 14 2 |
|               | Totals up to date    | 3,261,776          | 31,33,090 | 3,90,51,473                      | 65,12,641 | 1,74,455        | 98,20,186 | 589                  | 2,451,892      | 4 0 1  |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

|          |                      | No. of Passengers. | Rs.       | Mds.        | Rs.       | Rs.      | Rs.         | Rs.   | No.       | Rate.     |
|----------|----------------------|--------------------|-----------|-------------|-----------|----------|-------------|-------|-----------|-----------|
|          |                      |                    |           |             |           |          |             |       |           | Rs. A. P. |
| 1,837'46 | 13 days of July      | 707,303            | 7,62,573  | 1,04,38,391 | 18,92,791 | 31,636   | 26,80,400   | 1,464 | 586,902   | 4 9 4     |
| 1,837'79 | Week ended 20th July | 385,819            | 3,75,644  | 54,41,787   | 9,82,248  | 19,462   | 13,77,344   | 740   | 325,917   | 4 2 7     |
| 1,838'04 | „ „ 27th „           | 436,037            | 4,34,998  | 50,18,440   | 9,75,870  | 20,231   | 14,31,090   | 779   | 325,516   | 4 6 5     |
| 1,838'04 | „ „ 3rd August       | 427,584            | 4,36,766  | 52,05,540   | 9,67,492  | 19,952   | 14,74,210   | 743   | 319,146   | 4 4 6     |
| 1,838'04 | „ „ 10th „           | 418,883            | 4,53,909  | 53,28,299   | 8,91,255  | 20,579   | 13,85,744   | 802   | 335,217   | 4 6 4     |
| 1,838'04 | „ „ 17th „           | 398,098            | 4,41,663  | 51,37,112   | 8,18,702  | 21,789   | 13,82,144   | 698   | 301,468   | 4 4 1     |
| 1,838'04 | „ „ 24th „           | 358,115            | 3,35,888  | 44,31,865   | 8,01,502  | 21,047   | 11,58,797   | 630   | 289,670   | 4 0 0     |
| 1,838'04 | „ „ 31st „           | 381,650            | 3,45,475  | 50,08,446   | 8,60,264  | 20,035   | 12,25,774   | 667   | 295,148   | 4 2 4     |
|          | Totals up to date    | 3,513,389          | 36,36,906 | 4,60,99,880 | 81,90,485 | 1,77,121 | 1,20,04,512 | 737   | 2,779,184 | 4 5 1     |

\* Audited figures.

## TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 30th August 1902 on 22.23 miles open.

|  | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|--|--------------------|--------------------|----------------------------------|------------|-----------------------------|-----------------|--------------------------|--------------|--------|
|  | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                             |                 | Coaching.                | Merchandise. | Total. |
|  |                    | Rs. A. P.          | Mds. S.                          | Rs. A. P.  | Rs. A. P.                   | Rs. A. P.       |                          |              |        |
| Total traffic for the week                               | 17,391             | 4,315 8 0          | 22,439 30                        | 531 3 0    | 5 0 0                       | 4,901 11 0      | 1,065                    | 123          | 1,188  |
| Or per mile of railway                                   | ...                | 194 2 1            | ...                              | 26 2 4     | 0 3 7                       | 220 8 0         | ...                      | ...          | ...    |
| For previous 7½ weeks of half-year                       | 167,994*           | 40,077 14 0*       | 1,72,137 0†                      | 4,639 3 0† | 51 0 0‡                     | 44,768 1 0      | 8,275§                   | 965§         | 9,240  |
| Total for 8½ weeks                                       | 185,485            | 44,393 6 0         | 1,94,576 30                      | 5,220 6 0  | 56 0 0                      | 46,669 12 0     | 9,340                    | 1,088        | 10,428 |
| COMPARISON.  |                    |                    |                                  |            |                             |                 |                          |              |        |
| Total for corresponding week of previous year.           | 19,503             | 4,335 14 7         | 8,688 10                         | 363 11 0   | 9 10 6                      | 4,712 4 1       | 1,088                    | 160          | 1,188  |
| Per mile of railway corresponding week of previous year. | ...                | 195 2 11           | ...                              | 16 5 9     | 0 7 0                       | 211 15 8        | ...                      | ...          | ...    |
| Total for corresponding 8½ weeks of previous year.       | 194,003            | 43,623 11 3        | 70,816 30                        | 2,839 14 0 | 79 6 0                      | 46,734 0 0      | 9,997                    | 607          | 10,604 |

\* Added No. of passengers 1,220

† Added Mds. 5,417

‡ Deducted

§ Audited figures up to 26th July 1902.

and Rs. 235 } on account of difference between the approximate and audited figures for the week ended 26th

and „ 133 } July 1902.

and „ 2 }



TARKESSUR BRANCH RAILWAY - concluded.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period.              | Coaching Traffic.  |        | Merchandise and Mineral Traffic. |       | Other earnings. | Total. | Per mile of railway. | Train mileage. |         |
|---------------|----------------------|--------------------|--------|----------------------------------|-------|-----------------|--------|----------------------|----------------|---------|
|               |                      | No. of passengers. | Rs.    | Mds.                             | Rs.   |                 |        |                      | No.            | Rate.   |
| *22'23        | 12 days of July      | 40,661             | 10,019 | 72,607                           | 1,575 | 10              | 11,604 | 522                  | 2,068          | 2 4 6   |
| *22'23        | Week ended 19th July | 31,057             | 6,929  | 10,637                           | 403   | 10              | 7,342  | 330                  | 1,232          | 2 15 4  |
| *22'23        | " " 26th "           | 22,847             | 5,367  | 10,055                           | 504   | 6               | 5,867  | 264                  | 1,188          | 2 15 0  |
| *22'23        | " " 2nd August       | 17,738             | 4,097  | 15,096                           | 363   | 7               | 4,467  | 201                  | 1,188          | 3 12 2  |
| *22'23        | " " 9th "            | 19,944             | 4,717  | 17,069                           | 909   | 7               | 5,633  | 255                  | 1,188          | 4 11 10 |
| *22'23        | " " 16th "           | 18,606             | 4,791  | 16,245                           | 394   | 5               | 5,180  | 229                  | 1,188          | 4 4 8   |
| *22'23        | " " 23rd "           | 17,986             | 4,167  | 21,378                           | 581   | 6               | 4,754  | 214                  | 1,188          | 4 0 0   |
| *22'23        | " " 30th "           | 17,391             | 4,316  | 22,540                           | 581   | 5               | 4,902  | 221                  | 1,188          | 4 2 0   |
|               | Totals up to date    | 186,485            | 41,393 | 1,04,577                         | 5,220 | 66              | 49,093 | 256                  | 10,428         | 4 12 5  |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901 - concluded.

1901.

|       |                      | No. of passengers. | Rs.    | Mds.   | Rs.   | Rs. | Rs.    | Rs. | No.    | Rate.  |
|-------|----------------------|--------------------|--------|--------|-------|-----|--------|-----|--------|--------|
|       |                      |                    |        |        |       |     |        |     |        |        |
| 22'23 | 12 days of July      | 41,388             | 9,910  | 20,303 | 786   | 18  | 10,714 | 482 | 2,244  | 4 12 5 |
| 22'23 | Week ended 26th July | 19,522             | 4,533  | 5,910  | 267   | 8   | 4,808  | 216 | 1,188  | 4 0 0  |
| 22'23 | " " 27th "           | 30,403             | 6,411  | 7,351  | 310   | 6   | 7,27   | 303 | 1,232  | 5 7 4  |
| 22'23 | " " 3rd August       | 24,864             | 5,489  | 5,586  | 234   | 5   | 5,728  | 255 | 1,188  | 4 12 2 |
| 22'23 | " " 10th "           | 21,089             | 4,807  | 6,957  | 312   | 10  | 5,129  | 231 | 1,188  | 4 0 1  |
| 22'23 | " " 17th "           | 18,154             | 4,454  | 7,307  | 276   | 8   | 4,718  | 212 | 1,188  | 3 15 7 |
| 22'23 | " " 24th "           | 18,930             | 3,901  | 8,841  | 291   | 6   | 4,198  | 189 | 1,188  | 3 6 6  |
| 22'23 | " " 31st "           | 18,503             | 4,339  | 8,683  | 364   | 9   | 4,712  | 212 | 1,188  | 3 15 6 |
|       | Totals up to date    | 194,093            | 43,824 | 70,817 | 2,840 | 70  | 46,734 | 237 | 10,604 | 4 6 6  |

\* Audited figures.

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 30th August 1902 on 162.24 miles open.

|  | COACHING TRAFFIC.  |                      | MERCHANDISE AND MINERAL TRAFFIC. |                      | Other earnings (estimated). | Total earnings.       | TRAFFIC TRAIN-MILES RUN. |              |          |
|--|--------------------|----------------------|----------------------------------|----------------------|-----------------------------|-----------------------|--------------------------|--------------|----------|
|  | No. of Passengers. | Coaching Receipts.   | Weight carried.                  | Receipts.            |                             |                       | Coaching.                | Merchandise. | Total.   |
| Total traffic for the week                               | 17,740             | Rs. A. P. 15,947 3 0 | Mds. s. 93,326 20                | Rs. A. P. 10,935 7 0 | Rs. A. P. 30 0 0            | Rs. A. P. 26,912 19 0 | 3,384                    | 4,678        | 13,062   |
| Or per mile of railway                                   | ...                | 98 4 8               | ...                              | 67 6 5               | 0 3 0                       | 165 14 1              | ...                      | ...          | ...      |
| For previous 7½ weeks of half-year                       | 171,624*           | 1,43,374 14 0*       | 11,21,048 30†                    | 77,102 8 0†          | 338 0 0‡                    | 3,20,815 6 0          | 65,594§                  | 30,975§      | 1,02,569 |
| Total for 8½ weeks                                       | 189,364            | 1,59,322 1 0         | 12,14,375 10                     | 88,037 15 0          | 368 0 0                     | 2,47,728 0 0          | 73,978                   | 41,653       | 1,15,631 |
| COMPARISON.  |                    |                      |                                  |                      |                             |                       |                          |              |          |
| Total for corresponding week of previous year.           | 19,676             | 16,611 0 0           | 72,947 23                        | 8,726 0 10           | 55 6 6                      | 25,392 7 4            | 7,958‡                   | 5,571‡       | 13,529   |
| Per mile of railway corresponding week of previous year. | ...                | 102 6 2              | ...                              | 53 12 7              | 0 5 5                       | 156 8 2               | ...                      | ...          | ...      |
| Total for corresponding 8½ weeks of previous year.       | 190,618            | 1,59,476 0 8         | 10,19,962 0                      | 1,00,767 10 5        | 404 8 6                     | 2,60,648 3 7          | 71,234‡                  | 33,514‡      | 104,749  |

\* Added No. of passengers 277 and Rs. 2,361 }  
† Do. maunds 8,253 and " 994 } On account of difference between the approximate and audited figures for the week ended 26th July 1902.  
‡ Deducted " " 15 }  
§ Audited figures up to 26th July 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period.           | Coaching Traffic.     |          | Merchandise and Mineral Traffic. |        | Other earnings. | Total.   | Per mile of railway. | Train mileage. |        |
|---------------|-------------------|-----------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|----------------|--------|
|               |                   | Number of Passengers. | Rs.      | Mds.                             | Rs.    |                 |          |                      | No.            | Rate.  |
| *192'24       | 12 days of July   | 41,383                | 31,192   | 3,15,809                         | 20,744 | 32              | 62,018   | 382                  | 21,945         | 2 13 5 |
| *192'24       | Week ended 19th " | 22,411                | 17,962   | 1,48,494                         | 19,647 | 43              | 33,272   | 205                  | 13,707         | 2 6 10 |
| *192'24       | " " 26th "        | 20,297                | 22,107   | 1,02,087                         | 15,264 | 32              | 31,033   | 191                  | 13,778         | 2 6 0  |
| *192'24       | " " 2nd Aug.      | 20,064                | 19,074   | 94,678                           | 8,006  | 41              | 27,211   | 167                  | 13,123         | 2 1 2  |
| *192'24       | " " 9th "         | 21,855                | 17,592   | 77,219                           | 9,649  | 45              | 27,580   | 170                  | 13,276         | 2 1 2  |
| *192'24       | " " 16th "        | 20,646                | 17,386   | 59,975                           | 7,353  | 43              | 24,782   | 153                  | 12,338         | 1 14 6 |
| *192'24       | " " 23rd "        | 19,453                | 16,863   | 76,180                           | 8,196  | 42              | 25,101   | 155                  | 12,970         | 1 15 6 |
| *192'24       | " " 30th "        | 17,740                | 15,947   | 93,326                           | 10,935 | 30              | 26,912   | 166                  | 13,062         | 2 1 0  |
|               | Totals up to date | 189,364               | 1,59,322 | 12,14,375                        | 88,038 | 368             | 2,47,728 | 175                  | 115,631        | 2 2 3  |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901 - concluded.

1901.

|        |                   | Number of Passengers. | Rs.      | Mds.      | Rs.      | Rs. | Rs.      | Rs. | No.     | Rate.  |
|--------|-------------------|-----------------------|----------|-----------|----------|-----|----------|-----|---------|--------|
|        |                   |                       |          |           |          |     |          |     |         |        |
| 192'24 | 12 days of July   | 41,383                | 31,192   | 3,15,809  | 20,744   | 32  | 62,018   | 382 | 21,945  | 2 13 5 |
| 192'24 | Week ended 19th " | 22,411                | 17,962   | 1,48,494  | 19,647   | 43  | 33,272   | 205 | 13,707  | 2 6 10 |
| 192'24 | " " 27th "        | 22,024                | 18,927   | 85,877    | 10,092   | 43  | 29,062   | 179 | 11,234  | 2 0 5  |
| 192'24 | " " 3rd Aug.      | 21,632                | 22,416   | 94,502    | 11,812   | 60  | 24,288   | 211 | 11,363  | 3 0 7  |
| 192'24 | " " 10th "        | 21,687                | 19,225   | 1,02,344  | 11,540   | 34  | 30,789   | 190 | 11,860  | 2 0 6  |
| 192'24 | " " 17th "        | 19,937                | 18,073   | 1,02,422  | 6,466    | 48  | 24,587   | 162 | 12,194  | 2 6 0  |
| 192'24 | " " 24th "        | 20,400                | 15,531   | 61,580    | 10,682   | 33  | 25,946   | 160 | 11,672  | 2 6 0  |
| 192'24 | " " 31st "        | 19,376                | 16,611   | 72,947    | 8,726    | 56  | 25,393   | 157 | 13,533  | 1 14 0 |
|        | Totals up to date | 190,618               | 1,59,476 | 10,19,962 | 1,00,767 | 405 | 2,60,648 | 161 | 104,749 | 2 7 10 |

\* Audited figures.



## SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 30th August 1902 on 78.76 miles open.

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |              | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|-----------------------|--------------------|----------------------------------|--------------|-----------------------------|-----------------|--------------------------|--------------|---------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.    |                             |                 | Coaching.                | Merchandise. | Total.  |
|   |                       | Rs. A. P.          | Mds. S.                          | Rs. A. P.    | Rs. A. P.                   | Rs. A. P.       |                          |              |         |
| Total traffic for the week ...                              | 8,955                 | 5,455 6 0          | 32,356 0                         | 2,322 12 0   | 12 0 0                      | 7,790 2 0       | 1,929                    | 1,457        | 3,386   |
| Or per mile of railway ...                                  | ...                   | 69 4 3             | ...                              | 28 7 11      | 0 2 5                       | 98 14 7         | ...                      | ...          | ...     |
| For previous 7½ weeks of half-year                          | 87,126*               | 47,312 1 0*        | 2,76,561 30†                     | 17,057 15 0† | 168 0 0‡                    | 64,538 0 0      | 15,058§                  | 6,448§       | 21,506  |
| Total for 8½ weeks  | 96,081                | 52,767 7 0         | 3,08,917 30                      | 19,380 11 0  | 180 0 0                     | 72,328 2 0      | 16,987                   | 7,905        | 24,892  |
| COMPARISON.   |                       |                    |                                  |              |                             |                 |                          |              |         |
| Total for corresponding week of previous year ...           | 10,525                | 5,616 5 2          | 28,040 10                        | 1,812 3 0    | 14 8 0                      | 7,443 0 2       | 2,117                    | 1,190‡       | 3,307‡  |
| For mile of railway corresponding week of previous year ... | ...                   | 71 5 0             | ...                              | 23 0 2       | 0 2 10                      | 94 8 0          | ...                      | ...          | ...     |
| Total for corresponding 8½ weeks of previous year ...       | 162,777               | 75,067 1 8         | 3,89,164 0                       | 26,396 6 0   | 153 5 6                     | 1,01,616 11 2   | 18,267                   | 11,100‡      | 29,373‡ |

\* Added No. of passengers 540 and deducted Rs. 624 }  
† Deducted maunds 4,714 and added ,, 97 } On account of difference between the approximate and audited figures for the week ended 26th July 1902.  
‡ Do. ,, 12 }  
§ Audited figures up to 26th July 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period.               | Coaching Traffic.     |        | Merchandise and Mineral Traffic. |        | Other earnings. | Total. | Per mile of railway. | Train mileage. |                 |
|---------------|-----------------------|-----------------------|--------|----------------------------------|--------|-----------------|--------|----------------------|----------------|-----------------|
|               |                       | Number of passengers. | Rs.    | Mds.                             | Rs.    | Rs.             | Rs.    | Rs.                  | No.            | Rate. Rs. A. P. |
| *78.76        | 12 days of July ...   | 23,554                | 12,210 | 70,897                           | 4,578  | 40              | 16,428 | 214                  | 4,061          | 3 6 3           |
| *78.76        | Week ended 19th " ... | 12,311                | 6,581  | 33,422                           | 2,135  | 8               | 8,724  | 111                  | 2,678          | 3 4 1           |
| 78.76         | " " 20th " ...        | 11,735                | 5,894  | 41,404                           | 2,348  | 0               | 8,251  | 105                  | 2,835          | 2 14 7          |
| 78.76         | " " 2nd Aug. ...      | 10,414                | 5,543  | 33,613                           | 2,183  | 25              | 7,754  | 98                   | 2,914          | 2 10 7          |
| 78.76         | " " 9th " ...         | 10,236                | 5,775  | 31,648                           | 1,846  | 30              | 7,651  | 97                   | 2,835          | 2 11 2          |
| 78.76         | " " 16th " ...        | 9,738                 | 5,549  | 36,105                           | 2,045  | 27              | 7,631  | 97                   | 2,835          | 2 11 0          |
| 78.76         | " " 23rd " ...        | 9,138                 | 5,760  | 23,473                           | 1,923  | 26              | 7,709  | 98                   | 2,418          | 3 2 6           |
| 78.76         | " " 30th " ...        | 8,955                 | 5,455  | 32,356                           | 2,323  | 12              | 7,790  | 99                   | 3,386          | 2 4 10          |
|               | Totals up to date ... | 96,081                | 52,767 | 3,08,918                         | 19,381 | 180             | 72,328 | 106                  | 24,892         | 2 14 6          |

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

|       |                       | No. of Passengers. | Rs.    | Mds.     | Rs.    | Rs. | Rs.      | Rs. | No.    | Rate. Rs. A. P. |
|-------|-----------------------|--------------------|--------|----------|--------|-----|----------|-----|--------|-----------------|
| 78.76 | 13 days of July ...   | 20,350             | 10,058 | 87,747   | 6,177  | 24  | 16,269   | 206 | 6,143  | 2 10 4          |
| 78.76 | Week ended 30th " ... | 12,298             | 5,865  | 50,236   | 3,121  | 8   | 8,964    | 114 | 3,307  | 2 11 6          |
| 78.76 | " " 27th " ...        | 19,907             | 8,083  | 40,002   | 2,883  | 18  | 10,984   | 139 | 3,398  | 3 5 2           |
| 78.76 | " " 3rd Aug. ...      | 32,988             | 18,656 | 51,098   | 3,215  | 14  | 16,885   | 214 | 3,356  | 4 15 9          |
| 78.76 | " " 10th " ...        | 31,942             | 13,849 | 49,144   | 3,542  | 34  | 17,425   | 221 | 3,307  | 5 4 3           |
| 78.76 | " " 17th " ...        | 23,221             | 11,728 | 38,833   | 2,740  | 21  | 14,489   | 184 | 3,308  | 4 6 1           |
| 78.76 | " " 24th " ...        | 11,546             | 6,212  | 25,066   | 2,906  | 20  | 9,138    | 116 | 3,307  | 2 12 2          |
| 78.76 | " " 31st " ...        | 10,525             | 5,616  | 28,040   | 1,812  | 15  | 7,443    | 95  | 3,308  | 2 4 0           |
|       | Totals up to date ... | 162,777            | 75,067 | 3,89,164 | 26,396 | 154 | 1,01,617 | 146 | 29,374 | 3 7 4           |

\* Audited figures.

## BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 30th August 1902 on 139 miles open.

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |              | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |          |
|---|-----------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|----------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.    |                 |                 | Coaching.                | Merchandise. | * Total. |
|   |                       | Rs. A. P.          | Mds. S.                          | Rs. A. P.    | Rs. A. P.       | Rs. A. P.       |                          |              |          |
| Total traffic for the week ...                              | 26,050                | 11,324 0 0         | 1,36,482 0                       | 17,834 0 0   | 74 0 0          | 29,232 0 0      | 3,354                    | 4,516        | 7,870    |
| Or per mile of railway ...                                  | 200                   | 87 0 0†            | 982 0                            | 128 0 0      | 1 0 0           | 216 0 0         | ...                      | ...          | ...      |
| For previous 8 weeks of half-year ...                       | 273,291               | 1,08,732 0 0       | 4,43,485 0                       | 47,543 0 0   | 1,526 0 0       | 1,57,601 0 0    | 26,363                   | 22,637       | 49,000   |
| Total for 9 weeks   | 299,341               | 1,19,856 0 0       | 5,79,967 0                       | 65,377 0 0   | 1,600 0 0       | 1,86,833 0 0    | 29,717                   | 27,173       | 56,890   |
| COMPARISON.   |                       |                    |                                  |              |                 |                 |                          |              |          |
| Total for corresponding week of previous year ...           | 29,342                | 12,254 0 0         | 1,94,984 0                       | 25,279 0 0   | 5,571 0 0       | 43,104 0 0      | 2,877                    | 7,334        | 10,211   |
| For mile of railway corresponding week of previous year ... | 226                   | 94 0 0             | 1,403 0                          | 182 0 0      | 40 0 0          | 316 0 0         | ...                      | ...          | ...      |
| Total for corresponding 9 weeks of previous year ...        | 313,742               | 1,17,013 0 0       | 9,57,107 0                       | 1,07,910 0 0 | 22,760 0 0      | 2,57,685 0 0    | 27,838                   | 39,461       | 67,299   |

\* Audited up to first 12 days of July 1902.  
† Coaching traffic calculated on 139 miles only.

## EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA, AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 30th August 1902 on 861 miles open.

|   | COACHING TRAFFIC.  |                          | MERCHANDISE AND MINERAL TRAFFIC. |                           | Other earnings (including ferry). | Total earnings.           | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|--------------------|--------------------------|----------------------------------|---------------------------|-----------------------------------|---------------------------|--------------------------|--------------|---------|
|   | No. of passengers. | Coaching receipts.       | Weight carried.                  | Receipts.                 |                                   |                           | Coaching.                | Merchandise. | Total.  |
| Total traffic for the week ...                              | 200,090            | Rs. A. P.<br>100,690 0 0 | MDS. S.<br>15,77,900 0           | Rs. A. P.<br>3,01,490 0 0 | Rs. A. P.<br>40,650 0 0           | Rs. A. P.<br>4,42,850 0 0 | 37,942                   | 44,524       | 82,466  |
| Or per mile of railway ...                                  | 232                | 117 0 0                  | 1,833 0                          | 350 0 0                   | 30 0 0*                           | 497 0 0*                  | ...                      | ...          | ...     |
| For previous 8 weeks of half-year ...                       | 1,696,450          | 7,86,630 0 0             | 67,62,280 0                      | 12,53,540 0 0             | 93,930 0 0                        | 21,39,100 0 0             | 292,464                  | 284,418      | 576,882 |
| Total for 9 weeks ...                                       | 1,896,470          | 8,87,320 0 0             | 83,40,180 0                      | 15,60,030 0 0             | 1,34,610 0 0                      | 23,81,960 0 0             | 330,406                  | 329,345      | 659,751 |
| COMPARISON.   |                    |                          |                                  |                           |                                   |                           |                          |              |         |
| Total for corresponding week of previous year ...           | 169,538            | 86,474 0 0               | 15,30,992 0                      | 2,88,452 0 0              | 83,662 0 0                        | 4,58,588 0 0              | 37,084                   | 48,124       | 85,208  |
| Per mile of railway corresponding week of previous year ... | 199                | 101 0 0                  | 1,793 0                          | 338 0 0                   | 76 0 0                            | 515 0 0                   | ...                      | ...          | ...     |
| Total to corresponding date of previous year ...            | 1,872,691          | 8,25,362 0 0             | 87,71,988 0                      | 15,10,830 0 0             | 1,94,962 0 0                      | 25,31,154 0 0             | 327,407                  | 354,155      | 681,562 |

\* Excluding ferry earnings.

## BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 30th August 1902 on 59.37 miles open.

|   | COACHING TRAFFIC.  |                        | MERCHANDISE AND MINERAL TRAFFIC. |                        | Other earnings (including ferry). | Total earnings.        | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|------------------------|----------------------------------|------------------------|-----------------------------------|------------------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts.     | Weight carried.                  | Receipts.              |                                   |                        | Coaching.                | Merchandise. | Total. |
| Total traffic for the week ...                              | 5,780              | Rs. A. P.<br>1,740 0 0 | MDS. S.<br>44,210 0              | Rs. A. P.<br>5,140 0 0 | Rs. A. P.<br>60 0 0               | Rs. A. P.<br>6,940 0 0 | 1,016                    | 1,024        | 2,040  |
| Or per mile of railway ...                                  | 97                 | 29 0 0                 | 745 0                            | 87 0 0                 | 1 0 0                             | 117 0 0                | ...                      | ...          | ...    |
| For previous 8 weeks of half-year ...                       | 51,110             | 15,380 0 0             | 2,18,770 0                       | 20,830 0 0             | 370 0 0                           | 39,580 0 0             | 8,524                    | 8,512        | 16,936 |
| Total for 9 weeks ...                                       | 56,890             | 17,120 0 0             | 2,63,980 0                       | 25,970 0 0             | 430 0 0                           | 43,520 0 0             | 9,540                    | 9,336        | 18,876 |
| COMPARISON.   |                    |                        |                                  |                        |                                   |                        |                          |              |        |
| Total for corresponding week of previous year ...           | 6,846              | 1,863 0 0              | 38,055 0                         | 3,795 0 0              | 43 0 0                            | 5,701 0 0              | 798                      | 1,128        | 1,926  |
| Per mile of railway corresponding week of previous year ... | 116                | 32 0 0                 | 645 0                            | 64 0 0                 | 1 0 0                             | 97 0 0                 | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 56,289             | 15,495 0 0             | 2,37,191 0                       | 23,545 0 0             | 203 0 0                           | 39,243 0 0             | 7,621                    | 11,900       | 19,521 |

\* Corrected as per revised statement furnished by Engineer-in-Chief for the half-year ending June 1902. 18 mile of line at Fulchhari hitherto treated as siding is now being treated as main line.

## MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 30th August 1902 on 53.37 miles open.

|   | COACHING TRAFFIC.  |                        | MERCHANDISE AND MINERAL TRAFFIC. |                        | Other earnings (including ferry). | Total earnings.        | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|------------------------|----------------------------------|------------------------|-----------------------------------|------------------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts.     | Weight carried.                  | Receipts.              |                                   |                        | Coaching.                | Merchandise. | Total. |
| Total traffic for the week ...                              | 8,690              | Rs. A. P.<br>2,060 0 0 | MDS. S.<br>31,400 0              | Rs. A. P.<br>1,350 0 0 | Rs. A. P.<br>40 0 0               | Rs. A. P.<br>3,450 0 0 | 1,280                    | 954          | 2,234  |
| Or per mile of railway ...                                  | 163                | 38 0 0                 | 590 0                            | 26 0 0                 | 1 0 0                             | 65 0 0                 | ...                      | ...          | ...    |
| For previous 8 weeks of half-year ...                       | 69,530             | 16,680 0 0             | 1,36,300 0                       | 5,920 0 0              | 200 0 0                           | 22,700 0 0             | 9,173                    | 7,002        | 16,175 |
| Total for 9 weeks ...                                       | 69,220             | 18,640 0 0             | 1,67,700 0                       | 7,300 0 0              | 240 0 0                           | 26,180 0 0             | 10,453                   | 7,956        | 18,409 |
| COMPARISON.   |                    |                        |                                  |                        |                                   |                        |                          |              |        |
| Total for corresponding week of previous year ...           | 7,567              | 1,950 0 0              | 47,069 0                         | 1,393 0 0              | 25 0 0                            | 3,374 0 0              | 1,159                    | 326          | 1,485  |
| Per mile of railway corresponding week of previous year ... | 142                | 37 0 0                 | 899 0                            | 26 0 0                 | .....                             | 63 0 0                 | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 66,807             | 17,534 0 0             | 1,33,527 0                       | 5,217 0 0              | 232 0 0                           | 23,983 0 0             | 9,967                    | 6,613        | 16,580 |



## DACCA STATE RAILWAY.

*Approximate Return of Traffic and Mileage for the week ended 30th August 1902 on 86 miles open.*

|   | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|--------------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts.  |                 |                 | Coaching.                | Merchandise. | Total. |
|   |                    | Rs. A. P.          | Mds. S.                          | Rs. A. P.  | Rs. A. P.       | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 38,840             | 10,570 0 0         | 60,640 0                         | 4,170 0 0  | 250 0 0         | 14,970 0 0      | 2,778                    | 1,530        | 4,308  |
| Or per mile of railway ...                                  | 452                | 123 0 0            | 705 0                            | 48 0 0     | 3 0 0           | 174 0 0         | ...                      | ...          | ...    |
| For previous 8 weeks of half-year ...                       | 200,120            | 55,630 0 0         | 1,55,350 0                       | 13,050 0 0 | 1,630 0 0       | 70,340 0 0      | 22,182                   | 12,132       | 34,304 |
| Total for 9 weeks ...                                       | 238,960            | 66,200 0 0         | 2,15,990 0                       | 17,220 0 0 | 1,910 0 0       | 85,330 0 0      | 24,960                   | 13,652       | 38,612 |
| COMPARISON.   |                    |                    |                                  |            |                 |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 22,850             | 7,080 0 0          | 82,183 0                         | 5,836 0 0  | 544 0 0         | 13,460 0 0      | 2,866                    | 1,618        | 4,484  |
| Per mile of railway corresponding week of previous year ... | 266                | 82 0 0             | 956 0                            | 68 0 0     | 6 0 0           | 156 0 0         | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 214,217            | 62,101 0 0         | 2,95,770 0                       | 25,206 0 0 | 5,249 0 0       | 98,556 0 0      | 25,616                   | 16,790       | 42,406 |

## COOCH BEHAR STATE RAILWAY.

*Approximate Return of Traffic and Mileage for the week ended 30th August 1902 on 33.78 miles open.*

|   | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |           | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|--------------------|--------------------|----------------------------------|-----------|-----------------------------------|-----------------|--------------------------|--------------|--------|
|   | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts. |                                   |                 | Coaching.                | Merchandise. | Total. |
|   |                    | Rs. A. P.          | Mds. S.                          | Rs. A. P. | Rs. A. P.                         | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 2,220              | 710 0 0            | 10,850 0                         | 1,170 0 0 | 20 0 0                            | 1,900 0 0       | 250                      | 2,008        | 2,248  |
| Or per mile of railway ...                                  | 66                 | 21 0 0             | 321 0                            | 35 0 0    | ...                               | 56 0 0          | ...                      | ...          | ...    |
| For previous 8 weeks of half-year ...                       | 20,368             | 7,030 0 0          | 58,210 0                         | 7,340 0 0 | 140 0 0                           | 14,510 0 0      | 2,206                    | 15,744       | 17,950 |
| Total for 9 weeks ...                                       | 22,588             | 7,740 0 0          | 69,060 0                         | 8,510 0 0 | 160 0 0                           | 16,410 0 0      | 2,456                    | 17,842       | 20,298 |
| COMPARISON.   |                    |                    |                                  |           |                                   |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 1,924              | 600 0 0            | 12,237 0                         | 1,365 0 0 | 171 0 0                           | 2,086 0 0       | 275                      | 261          | 536    |
| Per mile of railway corresponding week of previous year ... | 57                 | 19 0 0             | 363 0                            | 38 0 0    | 1 0 0                             | 58 0 0          | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 17,729             | 6,651 0 0          | 63,867 0                         | 6,792 0 0 | 1,259 0 0                         | 14,702 0 0      | 2,052                    | 6,537        | 8,589  |

Ballast train-miles, 1,872.

## BENGAL AND NORTH-WESTERN RAILWAY.

*Approximate Return of Traffic for the week ending 30th August 1902 on 1,261 miles open.*

|   | COACHING TRAFFIC.  |            | MERCHANDISE AND MINERAL TRAFFIC. |            | Other earnings (estimated), including steam-boat. | Total earnings. | TRAFFIC TRAIN MILES RUN. |              |         |
|---|--------------------|------------|----------------------------------|------------|---|-----------------|--------------------------|--------------|---------|
|   | No. of passengers. | Receipts.  | Weight carried.                  | Receipts.  |   |                 | Coaching.                | Merchandise. | Total.  |
|   |                    | Rs.        | Mds.                             | Rs.        | Rs.   | Rs.             |                          |              |         |
| Total traffic for the week on 1,261 miles open ...                    | 167,450            | (a) 62,170 | 5,06,620                         | (b) 56,880 | 18,430  | (a) 1,37,480    | 40,156                   | (c) 32,120   | 72,276  |
| Or per mile of railway ...  | 132.79             | 49.30      | 401.76                           | 45.11      | 14.61   | 109.02          | ...                      | ...          | ...     |
| For previous 7½ weeks of half-year ...                                | 1,472,730          | 5,79,760   | 42,90,180                        | 4,77,470   | 1,22,740  | 11,79,970       | 517,299                  | 240,343      | 657,642 |
| Total for 8½ weeks ...  | 1,640,180          | 6,41,930   | 47,96,800                        | 5,34,350   | 1,41,170  | 13,17,450       | 537,455                  | 272,463      | 629,918 |
| COMPARISON.   |                    |            |                                  |            |   |                 |                          |              |         |
| Total for corresponding week of previous year on 1,251 miles open ... | 188,553            | 70,682     | 5,46,153                         | 60,781     | 16,427  | 1,53,890        | 34,558                   | (d) 28,465   | 63,023  |
| Per mile of railway corresponding week of previous year ...           | 150.72             | 61.29      | 676.35                           | 48.59      | 13.13   | 123.01          | ...                      | ...          | ...     |
| Total to corresponding date of previous year ...                      | 1,624,989          | 6,19,672   | 53,06,417                        | 5,67,412   | 1,40,443  | 13,36,527       | 503,836                  | 268,059      | 561,895 |

- (a) Decrease due to Ajodhya *mela* held in the corresponding week of the previous year. It was held on the 16th August this year.  
 (b) The weight and amount of ballast trains included in this week were mds. 80,000 and Rs. 2,500, against mds. 443,837 and Rs. 13,575 in the corresponding week of the previous year. The decrease in goods earnings is on ballast trains, though there are small increases in public traffic and under railway materials.  
 (c) Includes 7,216 miles of ballast trains run on open line.  
 (d) " 7,038 " " "



ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 30th August 1902 on 558 miles open for all descriptions of traffic, and an additional 31 miles for goods and parcels traffic only.

|   | COACHING TRAFFIC.  |                    | MERCHANDISE AND MINERAL TRAFFIC. |              | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |         |
|---|--------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|---------|
|   | No. of passengers. | Coaching receipts. | Weight carried.                  | Receipts.    |                 |                 | Coaching.                | Merchandise. | Total.  |
|   |                    | Rs. A. P.          | Mds. s.                          | Rs. A. P.    | Rs. A. P.       | Rs. A. P.       |                          |              |         |
| Total traffic for the week ...                              | 25,519             | 14,405 0 0         | 1,78,944 0                       | 18,694 0 0   | 1,761 0 0       | 31,860 0 0      | 6,527                    | 8,152        | 14,679  |
| Or per mile of railway ...                                  | 45.73              | 25.82              | 303.81                           | 26.65        | 2.97            | 55.44           | 11.70                    | 13.84        | 25.54   |
| For previous 8 weeks of half-year ...                       | 217,591            | 1,28,346 0 0       | 12,42,455 0                      | 1,16,026 0 0 | 9,921 0 0       | 2,54,293 0 0    | 50,008                   | 62,271       | 112,279 |
| Total for 9 weeks ...                                       | 243,110            | 1,42,751 0 0       | 14,21,399 0                      | 1,31,720 0 0 | 11,672 0 0      | 2,86,143 0 0    | 56,535                   | 70,423       | 126,958 |
| COMPARISON.   |                    |                    |                                  |              |                 |                 |                          |              |         |
| Total for corresponding week of previous year ...           | 24,241             | 12,933 0 0         | 1,06,493 0                       | 18,143 0 0   | 3,207 0 0       | 34,283 0 0      | 6,100                    | 6,168        | 12,268  |
| Per mile of railway corresponding week of previous year ... | 43.44              | 23.18              | 184.24                           | 31.39        | 5.55            | 60.12           | 10.93                    | 10.67        | 21.60   |
| Total to corresponding date of previous year ...            | 2,31,730           | 1,37,416 0 0       | 9,77,705 0                       | 1,48,782 0 0 | 13,135 0 0      | 2,99,833 0 0    | 57,094                   | 63,721       | 110,815 |

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

| RECEIPTS FOR WEEK ENDING 30TH AUGUST 1902. |            |                  | RECEIPTS FOR WEEK ENDING 31ST AUGUST 1901. |            |                  | TOTAL RECEIPTS FROM 1ST APRIL 1902 TO 30TH AUGUST 1902. |                 |                  | TOTAL RECEIPTS FROM 1ST APRIL 1901 TO 31ST AUGUST 1901. |                 |                  | Total increase in 1902. | Total decrease in 1902. |
|--|------------|------------------|--|------------|------------------|---|-----------------|------------------|---|-----------------|------------------|-------------------------|-------------------------|
| Mean mileage worked.                       | Receipts.  | Per mile worked. | Mean mileage worked.                       | Receipts.  | Per mile worked. | Mean mileage worked.                                    | Total receipts. | Per mile worked. | Mean mileage worked.                                    | Total receipts. | Per mile worked. |                         |                         |
| 589  | Rs. 31,860 | 55.44            | 578  | Rs. 34,283 | 60.12            | 589   | Rs. 7,41,116    | ...              | 578   | Rs. 8,20,131    | ...              | Rs. ....                | Rs. 79,015              |

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 6th September 1902 on 18 miles open.

|  | COACHING TRAFFIC.   |           | MERCHANDISE AND MINERAL TRAFFIC. |           | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
|  | Passengers carried. | Receipts. | Weight carried.                  | Receipts. |                             |                 | Coaching.                | Merchandise. | Total. |
|  | No.                 | Rs.       | Mds.                             | Rs.       | Rs.                         | Rs.             |                          |              |        |
| Total traffic for the week on 18 miles open ...                | 1,828               | 249       | 12,417                           | 559       | 6                           | 814             | 407                      | 97           | 504    |
| Or per mile of railway ...                                     | 101.56              | 13.83     | 689.83                           | 31.06     | 0.33                        | 45.22           | .....                    | .....        | .....  |
| For previous 8 weeks of half-year ...                          | 11,778              | 1,535     | 65,537                           | 1,658     | 61                          | 3,154           | 2,826                    | 816          | 3,642  |
| Total for 9 weeks ...  | 13,006              | 1,784     | 77,954                           | 2,117     | 67                          | 3,968           | 3,333                    | 913          | 4,246  |
| COMPARISON.  |                     |           |                                  |           |                             |                 |                          |              |        |
| Total for corresponding week of previous year on 18 miles open | 2,862               | 330       | 7,169                            | 183       | 10                          | 592             | 427                      | 77           | 504    |
| Per mile of corresponding week of previous year ...            | 159.00              | 22.17     | 398.28                           | 10.16     | 0.57                        | 32.90           | .....                    | .....        | .....  |
| Total to corresponding date of previous year ...               | 24,016              | 3,488     | 72,721                           | 2,101     | 106                         | 5,696           | 4,173                    | 831          | 5,004  |

## BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

*Approximate Return of Traffic and Mileage for the week ended 6th September 1902 on 139 miles open.*

|   | COACHING TRAFFIC.     |                    | MERCHANDISE AND MINERAL TRAFFIC. |              | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. |              |        |
|---|-----------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|--------|
|   | Number of passengers. | Coaching receipts. | Weight carried.                  | Receipts.    |                 |                 | Coaching.                | Merchandise. | Total. |
|   |                       | Rs. A. P.          | Mds. s.                          | Rs. A. P.    | Rs. A. P.       | Rs. A. P.       |                          |              |        |
| Total traffic for the week ...                              | 44,542                | 13,617 0 0         | 1,58,603 0                       | 20,300 0 0   | 50 0 0          | 33,967 0 0      | 3,354                    | 5,589        | 8,943  |
| Or per mile of railway ...                                  | 343                   | 105 0 0†           | 1,141 0                          | 144 0 0      | ...             | 251 0 0         | ...                      | ...          | ...    |
| for previous 9 weeks of half-year                           | 299,646               | 1,19,658 0 0       | 5,79,052 0                       | 65,577 0 0   | 1,593 0 0       | 1,86,828 0 0    | 29,063                   | 26,937       | 55,990 |
| Total for 10 weeks ...                                      | 344,188               | 1,33,275 0 0       | 7,37,655 0                       | 85,877 0 0   | 1,643 0 0       | 2,20,795 0 0    | 33,307                   | 32,526       | 65,833 |
| COMPARISON.   |                       |                    |                                  |              |                 |                 |                          |              |        |
| Total for corresponding week of previous year ...           | 40,067                | 11,908 0 0         | 1,45,956 0                       | 20,721 0 0   | 141 0 0         | 32,770 0 0      | 2,939                    | 6,864        | 9,803  |
| Per mile of railway corresponding week of previous year ... | 308                   | 92 0 0             | 1,050 0                          | 140 0 0      | 1 0 0           | 242 0 0         | ...                      | ...          | ...    |
| Total to corresponding date of previous year ...            | 333,809               | 1,28,921 0 0       | 11,03,063 0                      | 1,28,631 0 0 | 32,901 0 0      | 2,90,453 0 0    | 30,777                   | 46,325       | 77,102 |

\* Audited up to week ending 19th July 1902.  
† Coaching traffic calculated on 130 miles only.

## DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

|   |                    | Rs. A. P.  | Rs. A. P.    |
|---|--------------------|------------|--------------|
| Approximate earnings for the week ending 6th Sept. 1902 ... | Coaching ...       | 4,858 0 0  | 16,086 0 0   |
|   | Goods ...          | 11,165 0 0 |              |
|   | Other earnings ... | 63 0 0     |              |
| Audited earnings for the corresponding period of 1901 ...   | Coaching ...       | 6,381 0 0  | 15,783 0 0   |
|   | Goods ...          | 9,329 0 0  |              |
|   | Other earnings ... | 73 0 0     |              |
|   | Increase           | ...        | 303 0 0      |
| Receipts per mile for the week ending 6th Sept. 1902 ...    | ...                | ...        | 315 6 7      |
| Ditto for the corresponding period of 1901 ...              | ...                | ...        | 309 7 6      |
|   | Increase           | ...        | 5 15 1       |
| Receipts from 1st July to 6th Sept. 1902 ...                | ...                | ...        | 1,31,062 0 0 |
| Ditto for the corresponding period of 1901 ...              | ...                | ...        | 1,37,971 0 0 |
|   | Decrease           | ...        | 6,909 0 0    |



# SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, OCTOBER 1, 1902.

## OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

### CONTENTS.

|  | Page |  | Page |
|--|------|--|------|
| RESOLUTION on the Triennial Report on the Administration of the Registration Department in Bengal for the years 1899-1900, 1900-1901 and 1901-1902 | 1385 | CIRCULAR and Eastern Canal for the week ending Saturday the 27th September 1902                              | 1394 |
| Weather and Crop Report for the week ending the 29th September 1902  | 1389 | Results of the Meteorological Observations taken at the Alipore Observatory from 21st to 27th September 1902 | 1395 |
| Statement showing heights over mean sea-level and low water in the rivers Ganges, Bhagirathi, Jalangi and Brahmaputra for the month of August 1902 | 1393 | Bengal-Nagpur Railway during the month of June 1902  | 1396 |
|  |      | Weekly Return of Traffic Receipts on Indian Railways   | 1398 |

### RESOLUTION ON THE TRIENNIAL REPORT ON THE ADMINISTRATION OF THE REGISTRATION DEPARTMENT IN BENGAL FOR THE YEARS 1899-1900, 1900-1901 AND 1901-1902.

RESOLUTION—No. 1315P.—D.

REGISTRATION.

Dated Darjeeling, the 27th September 1902.

READ—

The Triennial Report on the Administration of the Registration Department for the years 1899-1900, 1900-1901, and 1901-1902.

Read also—

The Triennial Report on the Administration of the Registration Department for the years 1896-97, 1897-98, and 1898-99, and the Resolution of Government recorded thereon.

Read also—

The Statistical Returns for the years 1899-1900 and 1900-1901.

THIS is the first Triennial Report submitted to Government after the issue of the orders contained in Home Department letter No. 2741, dated the 26th March 1901, for the curtailment of annual reports, and it has been prepared by the Hon'ble Mr. Tarini Kumar Ghose, who took charge of the Registration Department from Khan Bahadur Delawar Hossain Ahmed on the 5th April 1900. Only eight statistical tables, prescribed by the Government of India, have been appended to this report, but some additional information is



furnished in five statements which are intended for the Bengal Government only.

2. Steady progress has been made during the triennium in the operations of the Registration Department. The number of offices has risen yearly since 1887, and there are now 442 offices open for the registration of documents; only seven of these do not yet pay their way, but their progress is being carefully watched, and some of them are retained in spite of the loss on their working for the convenience of isolated tracts or for the encouragement of registration in backward districts. The receipts of the department increased very largely in the last triennium, and the increase has been well maintained during the period under review, the figures for 1901-1902 being the highest yet reached. Inasmuch as by far the greatest portion of the expenditure is in the shape of commission, the cost of the department has risen in only a slightly less ratio than the receipts; in his present report the Inspector-General has omitted to include the expenses and receipts of his own office and that of the Registrar of Companies, but, even allowing for the expenditure on these, the surplus during the triennium and during the last year is higher than it has ever been before. The ordinary items of expenditure remain proportionately constant, but the expenditure on sadar registration offices finds no place in these accounts; hitherto these offices have formed part of the district offices and have been held in the same buildings; but with the increase of district work there is a growing demand for more accommodation in the Collectorate offices, and the time has come when separate buildings will have to be more frequently provided for registration offices, and, considering the large profits made by registration, it is only fair that these buildings should be a charge on that department.

3. The growing recognition of the benefits of registration is gauged not only by the larger number of offices open, but also by the increase in the number of optional registrations. The famine of 1897 caused an immense increase in the number of mortgages of immoveable property under the value of Rs. 100 and in the number of obligations for the payment of money; the circumstances were exceptional and there was a sharp fall in the next three years; but the total number of optional registrations has risen steadily during the period under review, and is now very considerably in excess of the numbers in the years preceding the famine.

4. The statistics of registration throw a side-light on the condition and tendencies of the people, and they are valuable from that point of view. The most important figures are those for the sale of immoveable property, and the registration of these deeds is compulsory. In 1895-96 the number of such transactions affecting property of the value of Rs. 100 and upwards was 90,237; in 1897-98 it rose to 116,882, but fell again in the following year; since 1899-1900 the number has steadily risen, and in the last year of the triennium it was 130,243. But an examination into the details of the figures does not support the obvious interpretation that the holders of large estates are being impoverished and forced to sell; the explanation would appear to be that the value of land has risen and brought into this category a number of petty holdings the value of which in former years would have been under Rs. 100. Roughly, the classes of estates that come under this head are—

- |                              |                                      |
|------------------------------|--------------------------------------|
| (1) Revenue-paying estates.  | (4) Intermediate tenures.            |
| (2) Shares in these.         | (5) Raiyati holdings at fixed rates. |
| (3) Revenue-free properties. | (6) Others.                          |

The following table shows the number of sale transactions affecting these classes registered in the years 1894-95, 1897-98, and 1901-1902:—

|                                  | 1894-95. | 1897-98. | 1901-1902. |
|----------------------------------|----------|----------|------------|
| Revenue-paying estates           | 2,017    | 2,134    | 1,105      |
| Shares in revenue-paying estates | 13,205   | 13,619   | 13,648     |
| Revenue-free estates             | 9,111    | 7,221    | 8,252      |
| Intermediate tenures             | 51,566   | 56,483   | 46,522     |
| Raiyati holdings at fixed rates  | 49,398   | 59,870   | 38,469     |
| Others                           | 25,590   | 29,525   | 27,281     |

The number of such transactions is fairly constant and shows no tendency to increase; on the contrary, there has been a noticeable decrease during the last triennium in the number of whole estates, intermediate tenures, and raiyati holdings at fixed rates sold; there are no details given from which the relative price of land in these years can be worked out, but the value of holdings at fixed rates has considerably risen. In 1894 these holdings were sold at an average of 12·2 years' purchase; since then the price has gone up, and in 1902 the average is 22 years' purchase. There is a tendency to a decline in the number of purchases made by mahajans, while the other classes of purchasers remain proportionately constant. These figures can give rise to no anxiety as to the condition of the landholders of the Province; far from any signs of deterioration being apparent, they are evidently more than maintaining their position.

5. As the total of these classes in the last year shows a considerable decrease as compared with the other years, the increase in the total number of transactions affecting immoveable property above the value of Rs. 100 must, it would seem, be at all events partially due to the rise in value of raiyati holdings with occupancy rights and the consequent inclusion of some of these in this category. The increase in the number of transactions affecting this class has been most marked of recent years; in 1894-95 the number was 145,805; in 1901-1902 it had risen to 239,489. The average value has risen from 13 years' purchase in the former year to 19 years' purchase in the last year; the value seems extraordinarily high in Gaya and Ranchi. The districts where these transactions are most common are Midnapore, Mymensingh, Tippera, Muzaffarpur and Puri; the increase is common to nearly all the districts, but is most marked in Orissa, and is least in the Rajshahi Division. The number of mahajan purchasers has slightly increased in these years, but in proportion to the number of these transactions the number of such purchasers has certainly decreased; the number of landlord and other purchasers has remained fairly constant, and the great increase has been in the number of raiyat purchasers. These have increased from 109,806 in 1894-95 to 179,418 in 1901-1902. The large increase in the number of raiyat purchasers negatives the explanation that the raiyats as a body have been hard pressed and forced to sell their holdings, nor would this explanation fit in with the rise in the value of these holdings. The truth seems to be that the activity of the Settlement Department has awakened the raiyats in many parts to the fact that they possess these rights and that they are of value; the custom of allowing their transfer has been established by the settlement operations or has grown up, and the more improvident raiyats have eagerly realised this new-found asset for which they can obtain a good price from more provident persons. The facts are engaging the attention of the Revenue authorities, but, so far as these figures are concerned, they give every cause for satisfaction as regards the condition of the general body of raiyats.

6. On the other hand, mortgages of immoveable property of the value of Rs. 100 and upwards have steadily increased during the triennium; the increase is spread over almost all the districts. The registration of these is compulsory under the law, but there is reason to believe that it is only comparatively recently that the mahajan has found it necessary to comply with the law, owing to the fact that an unregistered mortgage is not accepted by the Settlement authorities, and to the fact that his personal influence over the raiyat is on the decline. For this latter reason it is reported that in many cases the mahajan will no longer accept a simple note of hand, but requires some tangible security, and this no doubt accounts for the rise in the number of mortgages on property valued at less than Rs. 100. At first sight it would appear that, if this explanation is correct, the number of obligations for the repayment of money registered should decrease; but the registration of these is optional, and if the personal hold of the mahajan over the raiyat is less than before, it would be natural for him to register these obligations as an additional security. On the whole, then, the registration statistics as far as they go give no cause for dissatisfaction as regards the condition of the landholders or raiyats in this Province, except the large increase in the transfers of occupancy rights, and the fact that by far the largest number of purchasers of these are themselves raiyats considerably lessens the anxiety on that score.

7. The remaining operations of the Department do not require much comment; the number of leases of all terms has steadily increased, and there appears to be no ground at present for the opinion that the increase in the duty on perpetual leases has stopped their execution. The Lieutenant-Governor again notes with regret that the number of inspections both by the Inspector-General and the Special Inspectors is not satisfactory. It is of the utmost importance to the proper working of the Department that as many different offices as possible should be regularly and periodically inspected. It is not clear how many of the 314 inspections were second inspections of the same office, but the Lieutenant-Governor wishes to impress on the Inspector-General the absolute necessity of inspecting as many offices as possible himself, and seeing that the rest are inspected each at reasonable intervals by the three Inspectors.

ORDER.—Ordered that a copy of this Resolution be forwarded to the Inspector-General of Registration, for information and guidance.

Ordered also that a copy of the Resolution, together with a copy of the Report, be submitted to the Government of India, in the Home Department, for information.

Ordered also that the Resolution be published in the *Calcutta Gazette*.

By order of the Lieutenant-Governor of Bengal.

C. E. BUCKLAND,

*Chief Secretary to the Govt. of Bengal.*



WEATHER AND CROP REPORT.

For the week ending the 29th September 1902.

**Burdwan.**—Rainfall at Sadar 1·87, Kalna 1·32, Katwa 1·81, Raniganj 1·71. Weather fine. Harvesting of *aus* still continues. More rain wanted. Fodder and water sufficient. No cattle-disease. Common rice sells at 11 seers per rupee.

**Birbhum.**—Rainfall at Sadar 2·25, Rampur Hât 1·80. Weather fair. Crops thriving. Common rice sells at 12½ seers per rupee. Fodder sufficient.

**Bankura.**—Rainfall at Sadar 2·80. Standing crops doing well. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

**Midnapore.**—Rainfall at Sadar 2·16, Contai 2·11, Tamluk 1·73, Ghatal 1·03. Weather hot and cloudy. Harvesting of *aus* continues. Agricultural prospects good, but more rain wanted in parts of Sadar. Fodder and water sufficient. Cattle-disease reported from Binpur thana. Common rice sells as follows:—

|        |     |     | Srs. | ch.  |              |
|--------|-----|-----|------|------|--------------|
| Sadar  | ... | ... | ...  | 12 8 | } per rupee. |
| Contai | ... | ... | ...  | 12 0 |              |
| Tamluk | ... | ... | ...  | 11 0 |              |
| Ghatal | ... | ... | ...  | 12 0 |              |

**Hooghly.**—Rainfall at Sadar 1·55, Serampore 2·59, Arambagh 1·52. Weather seasonable. Weeding of *aman* and steeping of jute continue. Prospects of standing crops good. Fodder and water sufficient. Common rice sells as follows:—

|           |     |     | Srs. | ch.  |              |
|-----------|-----|-----|------|------|--------------|
| Sadar     | ... | ... | ...  | 10 0 | } per rupee. |
| Serampore | ... | ... | ...  | 10 3 |              |
| Arambagh  | ... | ... | ...  | 11 5 |              |

**Howrah.**—Rainfall at Sadar 0·78, Ulubaria 0·89. Fall general. The outturn of the *aus* paddy has been average. The *aman* crop doing well. Cutting and steeping of jute continues. No cattle-disease. Fodder and water sufficient. Rice sells at 11 seers per rupee everywhere within the district.

**24-Parganas.**—Rainfall at Sadar 0·64, Barasat 2·58, Basirhat 2·12, Diamond Harbour 1·52. Rain moderate. Weather clearing up. State and prospects of crops good. More rain wanted in Diamond Harbour. *Aus* and jute still being harvested. Lands being prepared for the *rabi* crops in Basirhat. Condition of cattle good. Supply of fodder and water sufficient. Common rice sells at 11 seers in Sadar and Barasat; 10½ to 10¾ seers in other subdivisions.

**Nadia.**—Rainfall at Sadar 2·31, Kushtia 4·95, Chuadanga 3·03, Meherpur 2·92, Ranaghat 1·99. Prospects improved by recent rain. Steeping of jute going on. Sugarcane coming up well. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

|           |     |     | Srs. | ch.  |              |
|-----------|-----|-----|------|------|--------------|
| Sadar     | ... | ... | ...  | 12 8 | } per rupee. |
| Kushtia   | ... | ... | ...  | 11 0 |              |
| Chuadanga | ... | ... | ...  | 11 4 |              |
| Meherpur  | ... | ... | ...  | 13 5 |              |
| Ranaghat  | ... | ... | ...  | 12 0 |              |

**Murshidabad.**—Rainfall at Sadar 1·96, Kandi 2·82, Jangipur 4·90, Lalbagh 6·50. Weather seasonable. Prospects of *aman*, jute and sugarcane good. Jute being cut and steeped at Jangipur. The sowing of *rabi* crop continues. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

|          |     |     | Srs. | ch.   |              |
|----------|-----|-----|------|-------|--------------|
| Sadar    | ... | ... | ...  | 11 8  | } per rupee. |
| Kandi    | ... | ... | ...  | 13 12 |              |
| Jangipur | ... | ... | ...  | 12 0  |              |
| Lalbagh  | ... | ... | ...  | 11 0  |              |

**Jessore.**—Rainfall at Sadar 1·45, Jhenida 2·34, Magura 7·48, Narail 4·26, Bangaon 1·27. Weather seasonable. Prospects of crops good. Fodder and water sufficient. Cattle-disease reported from Salikha outpost in Magura subdivision. Common rice sells as follows:—

|         |     |     | Srs. | ch.  |              |
|---------|-----|-----|------|------|--------------|
| Sadar   | ... | ... | ...  | 12 0 | } per rupee. |
| Jhenida | ... | ... | ...  | 12 0 |              |
| Magura  | ... | ... | ...  | 11 0 |              |
| Narail  | ... | ... | ...  | 11 8 |              |
| Bangaon | ... | ... | ...  | 13 0 |              |

**Khulna.**—Rainfall at Sadar 3·20, Bagerhat 5·13, Satkhira 3·28. Weather seasonable. Transplantation of *aman* completed. Transplantation and sowings estimated at 100 per

cent., doing well. State of coconut favourable. Fodder and water sufficient. Cattle-disease reported from Khulna, Dumuria, and Fakirhat. Common rice sells as follows:—

|          | Srs. | ch.   |              |
|----------|------|-------|--------------|
| Sadar    | ...  | 11 5½ | } per rupee. |
| Bagerhat | ...  | 11 10 |              |
| Batkhira | ...  | 10 8  |              |

**Rajshahi.**—Rainfall at Sadar 5·65, Nator 3·40, Nangaon 4·67. Weather seasonable. Harvesting of jute and transplantation of *aman* completed. Prospects of crop very good. Common rice selling at 12½ seers per rupee.

**Dinajpur.** Rainfall at Sadar 6·48. Fall in the district general, varying from 16·40 to 3·25. Weather mostly gloomy. Standing crops good. Steeping of jute continues. Cattle-disease reported from two thanas. Fodder and drinking-water plentiful. Rice selling at 12 seers at Sadar and 13 seers at Thakurgaon per rupee.

**Jaipalguri.**—Rainfall at Sadar 17·04, Alipore Duars 14·46. Fall general. Weather rainy with easterly high wind. Prospect of standing *haimanti* paddy favourable. Steeping of jute going on. Common rice sells at 11 seers a rupee. Fodder and water sufficient.

**Darjeeling.**—Rainfall at Sadar 20·42, Kurseong 19·21, Siliguri 23·58. Weather terribly wet. Hills—*Haimanti dhan*, *bara* and *chhota murua* doing well. Terai—Transplanting of *haimanti* paddy finished. Reaping of jute and *bhadoi* going on. Prospects good. Coarse rice sells as follows:—

|       | Srs. | ch. |              |
|-------|------|-----|--------------|
| Hills | ...  | 8 0 | } per rupee. |
| Terai | ...  | 9 0 |              |

Maize sells at Darjeeling at 20 seers and at Kalimpong at 34 seers per rupee.

**Rangpur.**—Rainfall at Sadar 9·32, Gaibanda 8·37, Nilphamari 9·18, Kurigram 10·23. Weather cloudy and rainy. Cutting and steeping of jute and transplantation of *aman* still going on. Water and fodder sufficient. Common rice sells as follows:—

|            | Srs. | ch.  |              |
|------------|------|------|--------------|
| Sadar      | ...  | 9 8  | } per rupee. |
| Gaibanda   | ...  | 10 0 |              |
| Kurigram   | ...  | 9 0  |              |
| Nilphamari | ...  | 10 8 |              |

**Bogra.**—Rainfall at Sadar 4·12. Fall general. Harvesting of jute going on. Prospects good. Fodder and water sufficient. Common rice sells at 12 seers per rupee.

**Pabna.**—Rainfall at Sadar 3·39, Sirajganj 6·83. Weather cloudy and rainy. Showers general. Prospects of *aman*, sugarcane and *hardi* fair. Fodder sufficient. No cattle-disease. Common rice sells at 10 seers per rupee.

**Dacca.**—Rainfall at Sadar 2·28, Manikganj 2·66, Munshiganj 2·19, Narayanganj 2·28. Prospects of crops fair. Weather seasonable. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

**Mymensingh.**—Rainfall at Sadar 2·63, Jamalpur 3·19, Kishorganj 0·79, Netrokona 3·34, Tangail 2·89. Weather seasonable. Jute-steeping continues. *Aman* paddy doing well. Fodder scarce in parts. Water sufficient. No cattle-disease. Common rice sells as follows:—

|            | Srs. | ch.   |              |
|------------|------|-------|--------------|
| Sadar      | ...  | 12 0  | } per rupee. |
| Kishorganj | ...  | 11 2  |              |
| Jamalpur   | ...  | 12 4  |              |
| Netrokona  | ...  | 12 0  |              |
| Tangail    | ...  | 10 12 |              |

**Faridpur.**—Rainfall at Sadar 3·38, Goalundo 4·17, Madaripur 3·19. Weather stormy and rainy. Prospects of crops good. Fodder available. No cattle-disease. Common rice sells at 11 seers the rupee.

**Backergunge.**—Rainfall at Sadar 6·90. Fall general. Weather seasonable. Transplantation of *aman* progressing. Prospects fair. Cattle-disease reported from thana Matbari, but abating through inoculation. Fodder sufficient. Common rice sells at 13 seers (*aus*) and 12 seers (*aman*) per rupee.

**Tippera.**—Rainfall at Sadar 1·19, Chandpur 2·43, Brahmanbaria 2·11. Weather seasonable. Prospects fair. Transplantation of *aman* paddy completed. Reaping of jute still going on in Brahmanbaria. *Aman* thriving well. Fodder and water sufficient. No cattle-disease. Common rice sells at 14 seers per rupee.

**Noakhali.**—Rainfall at Sadar 2·85, Feni 2·07. Fall general. Weather stormy and cloudy. Harvesting of *aus* completed. Transplantation of *aman* nearly finished. Prospects fair. Cattle-disease at Sudharam. Fodder and water sufficient. Common rice sells at Sadar at 12 seers, and at Feni at 13 seers per rupee.

**Chittagong.**—Rainfall at Sadar 1·27, Cox's Bazar 3·35. Transplantation of *aman dhan* is nearly finished. Water and fodder sufficient. Common rice selling at 12½ seers per rupee.

**Chittagong Hill Tracts**—Rainfall at Sadar 28. Weather fair. Harvesting continues. No cattle-disease. Common rice sells at 13 seers per rupee.

**Patna**.—Rainfall at Sadar 5.08, Barh 7.80, Bihar 2.83, Dinapore 5.10, Hilsa 4.12, Bikram 4.45. Weather clear with west wind. Prospect of paddy crops much improved by the recent rain. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

|          | Srs. | ch. |   |
|----------|------|-----|---|
| Patna    | ...  | 12  | 0 |
| Barh     | ...  | 12  | 0 |
| Bihar    | ...  | 10  | 0 |
| Dinapore | ...  | 12  | 8 |

} per rupee.

**Gaya**. Rainfall at Sadar 2.79, Jahanabad 3.67, Aurangabad 4.06, Nawadah 2.42. Weather hot in the day and cold in the night. Harvesting of the *Bhadai* crops approaching completion. Paddy doing well so far. No cattle-disease except in a few villages in the Nawadah subdivision. Fodder and water for cattle ample. Average price of common rice is 11½ seers per rupee.

**Shahabad**.—Rainfall at Sadar 3.95, Buxar 4.58, Bhabhua 6.79, Sasaram 2.18, Dehri 3.65. Weather seasonable. Harvesting of *bhadai* going on. Sugarcane and paddy doing well. Fodder and water sufficient. No cattle-disease. Rice sells at Sadar at 11 seers a rupee.

**Saran**.—Rainfall at Sadar 4.84, Siwan 3.11, Gopalganj 2.42. Weather seasonable. Harvesting of *bhadai* in progress. Paddy and other standing crops doing well. Fodder and water sufficient. No cattle-disease. Common rice sells at 13 seers per rupee.

**Champaran**. Rainfall at Sadar 5.38, Bettiah 3.19. Weather cloudy and rainy. Prospects of standing crops good. Threshing of *bhadai* crops still going on. Ploughing of lands for *rabi* commenced. Cattle-disease reported. Fodder and water sufficient. Common rice sells at 15 seers and maize at 25½ seers per rupee.

**Muzaffarpur**.—Rainfall at Sadar 8.67, Hajipur 5.33, Sitamarhi 7.42. Weather generally cloudy. Harvesting of *bhadai* crops continues. Prospects good. Fodder and water sufficient. Prices are—Common rice 11½, and maize 25 seers a rupee.

**Darbhanga**.—Rainfall at Sadar 11.04, Samastipur 7.93, Madhubani 8.56. Prospect of standing crops good. Fodder and water sufficient. Cattle-disease is reported from Samastipur and Dalsingsarai thanas. Common rice sells as follows:—

|            | Aghani. | Aus. |      |
|------------|---------|------|------|
|            | Srs.    | ch.  | Srs. |
| Sadar      | ...     | 12   | 9    |
| Samastipur | ...     | 12   | 8    |
| Madhubani  | ...     | 11   | 11   |

} per rupee.

**Monghyr**.—Rainfall at Sadar 5.08, Begusarai 8.3, Jamui 6.56. Weather very hot, cyclonic latterly. *Makai* harvesting nearly completed. *Marua* being harvested. Sowing of chillies and sweet potatoes going on. Paddy crops and sugarcane doing well. Standing crops in Bariarpur outpost in Begusari subdivision reported to be somewhat damaged by Ganga flood. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

|           | Srs. | ch. |    |
|-----------|------|-----|----|
| Sadar     | ...  | 11  | 14 |
| Begusarai | ...  | 12  | 0  |
| Jamui     | ...  | 11  | 0  |

} per rupee.

**Bhagalpur**.—Rainfall at Sadar 4.00, Banka 4.90, Madhipura 11.51, Supaul 4.67. Weather seasonable. Prospects of *aghani* continue fair. Harvesting of *bhadai* nearly finished. Sowing of kurthi going on. Fodder and water sufficient. No cattle-disease. Common rice sells as follows:—

|           | Srs. | ch. |   |
|-----------|------|-----|---|
| Sadar     | ...  | 11  | 6 |
| Banka     | ...  | 12  | 8 |
| Madhipura | ...  | 13  | 8 |
| Supaul    | ...  | 16  | 0 |

} per rupee.

**Purnea**.—Rainfall at Sadar 3.79, Kishanganj 14.19, Araria 10.47. Fall general. Jute and *bhadai* are still being harvested. Prospects on the whole good. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

|            | Srs. | Ch. |   |
|------------|------|-----|---|
| Sadar      | ...  | 19  | 0 |
| Kishanganj | ...  | 11  | 0 |
| Araria     | ...  | 14  | 0 |

} per rupee.

**Malda**.—Rainfall at Sadar 3.33, Gajol 4.53, Sibganj 3.30, Chanchal 4.75. Fall general. Weather—mornings cool, days hot. Prospects of winter rice good. Cutting of jute still



going on. No cattle-disease. Fodder and water sufficient. Common rice sells at  $11\frac{1}{2}$  seers per rupee.

**Sonthal Parganas.**—Rainfall at Sadar 5·89, Deoghar 3·77, Godda 4·80, Jamtara 3·45, Pakaur 5·63, Rajmahal 4·37. Weather rainy. Prospects of standing crops favourable. Harvesting of *aus* continues. Fodder and water sufficient. The market rate of common rice is 13 seers at Sadar.

**Cuttack.**—Rainfall at Sadar 2·80. Fall general. Weather seasonable. Early *beali* being cut. Late *beali* and *sarad* progressing well. Prospects fair. Cattle-disease reported from places. Fodder and water sufficient. Common rice sells at  $13\frac{3}{4}$  seers (old) and  $15\frac{3}{4}$  seers (new) per rupee at Sadar.

**Balasore.**—Rainfall at Sadar 1·50. Fall general. *Beali* being harvested and *sarad* weeded. Standing crops with sugarcane progressing. Rice sells at 13 and 15 seers a rupee at Sadar and Bhadrak respectively. Fodder and drinking-water sufficient.

**Angul.**—Rainfall at Sadar 0·53, Ohhendipada 0·39, Tikerpara 0·37, Bissipara 1·49. Weather hot and cloudy. Sowing of *rabi* and harvesting of *bhadoi* crops continue. Common rice sells at 13 and  $12\frac{1}{2}$  seers per rupee at Sadar and Khondmals respectively. Fodder and water ample.

**Puri.**—Rainfall 2·50, which is general throughout the district. Weather seasonable. Harvesting of *mandua* and *bhadoi* paddy is nearly over; outturn cent. per cent. Winter rice, sugarcane, and other miscellaneous crops growing well. Fodder and water-supply sufficient. Common rice sells at 15 seers per rupee.

**Hazaribagh.**—Rainfall at Sadar 3·09, Giridih 5·34. Fall general. Cattle-disease reported from two thanas. Harvesting of *bhadoi* going on. Lands being prepared for winter crops. Fodder and water sufficient. Common rice sells at  $14\frac{1}{2}$  seers per rupee.

**Ranchi.**—Rainfall at Sadar 2·10. Weather seasonable. Harvesting of *bhadoi* paddy and sowing of *sirguya* in progress. Cattle-disease reported from Ranchi, Silli and Karra thanas. Fodder and water sufficient. Average price of common rice is 15 seers per rupee.

**Palamau.**—Rainfall at Sadar 6·83. Weather seasonable. *Bhadoi* harvesting continues. Sugarcane and rice crop doing well. Cattle-disease in a few places. Fodder and water sufficient. Prices at Sadar are—Rice  $11\frac{1}{2}$  seers, and maize 26 seers per rupee.

**Manbham.**—Rainfall at Sadar 9·34, Gobindpur 4·22. Fall general except in thana Katras. Weather seasonable. Prospects of crops good. Fodder and water sufficient. Cattle-disease not reported. Average price of common rice at Sadar is 12 seers, and at Gobindpur 10 seers 14 chitaks per rupee.

**Singhbhum.**—Rainfall 3·66. Prospect of crop excellent. Harvesting of *gora* paddy continues. Average price of rice is 12 seers 10 chitaks per rupee in the district; at Chaibassa 12 seers per rupee.

**General Summary.**—The rain fall during the week was general and heavy at places. In parts of North Bengal the fall was excessive. More rain is required in Burdwan and parts of Midnapore and the 24-Parganas. Crops in one outpost of the Begusarai subdivision of the Monghyr district are reported to be somewhat damaged by flood. Sugarcane doing well. Harvesting of *bhadoi* crops approaching completion. Transplantation of winter rice is almost over and weeding has commenced at places. Prospects fair. Cattle-disease reported from 11 districts. Fodder and water generally sufficient. The price of common rice has risen in 5 districts, fallen in 11, and is stationary in the rest (31).

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 30th September 1902.